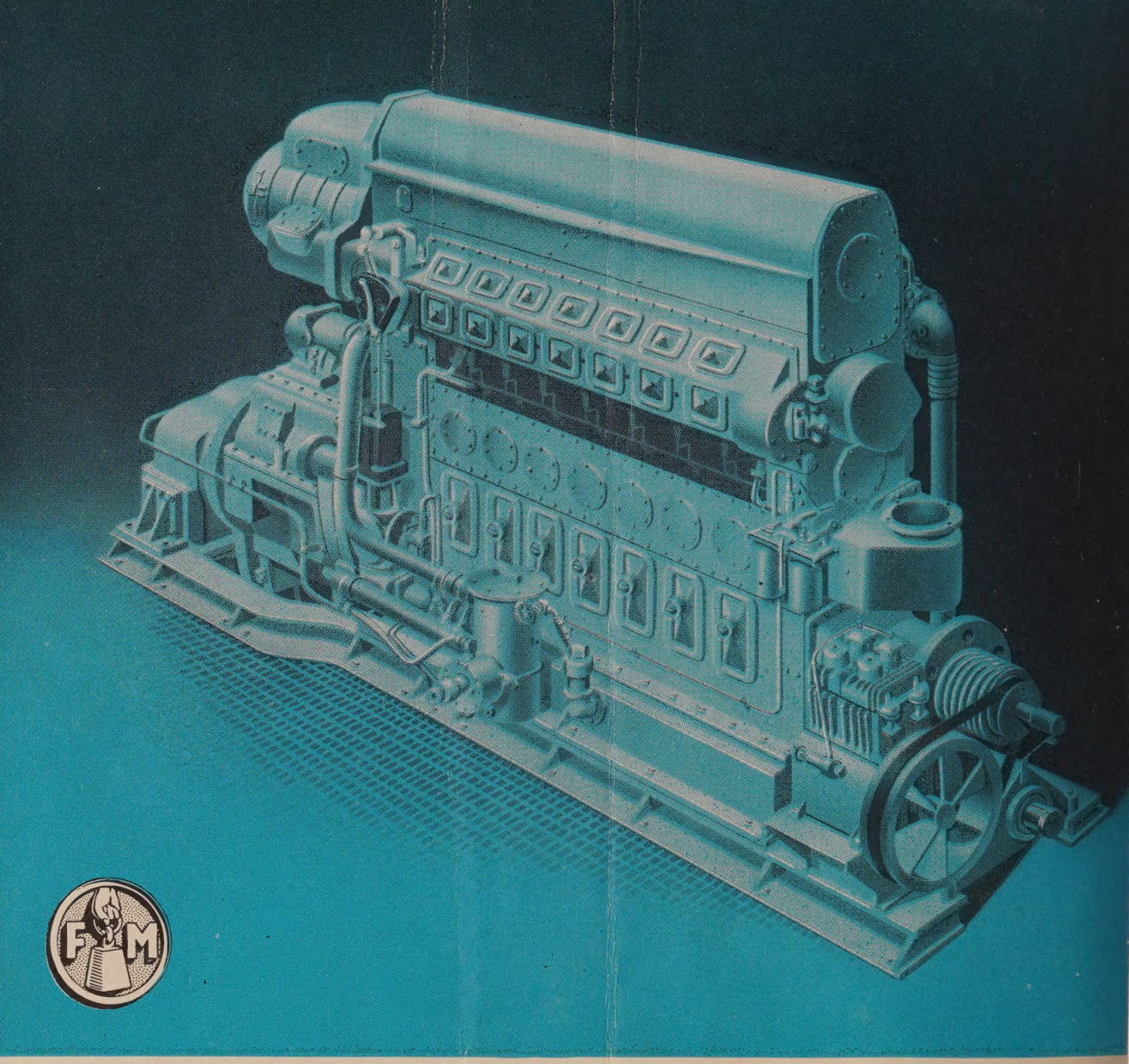
PACIFIC FISHERMAN

LIBRARY
FISH & WILDLIFE SERVICE
PACIFIC OCEANIC FISHERY
INVESTIGATIONS
NOV 23 1953

P-43
44
55
71

ING
MON
H A
VEL
Story
the
ine
tle
e 21

weather
uipment
the bed
ine Can-
nove the
fore the
eye sal-



The Fairbanks-Morse Opposed Piston Diesel Model 38F 5¼. 225 to 750 horsepower.
Diesel Dual Fuel and Spark-ignition options.
Other O-P engines available in horsepower ratings to 2400.

. . . the price is more but the cost is less

You can buy many diesels for a little less than this Fairbanks-Morse OPPOSED PISTON Diesel . . . but no engine working at rated load can deliver power more reliably at less cost. The slightly higher price is quickly offset by the freedom from maintenance and service interruptions.

More engine hours of unfailing service mean fewer man-hours in maintenance and repair.

Fairbanks, Morse & Co., Chicago 5, Illinois

FAIRBANKS-MORSE

a name worth remembering when you want the best

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • FARM MACHINERY • MAGNETOS

PACIFIC FISHERMAN

mber, 1953 Volume 51, No. 12

TABLE OF CONTENTS

Control of High Seas Fishing Proposed....13
ornia Fish Canners Elect Silva....19
ring B. C.'s Babine River Slide....23
FIC FISHERMAN'S NEWS....31
le Boat Show, Nov. 14-22....39
Water Trawl Opens Wide Field....55
Kist Plant No. 1 Modernized....60
D FISH MARKETING....63
Salmon Sellers Talk Trade in U. K....66
ntom Thrush," Speedy Gillnetter....72
ington Iron Works Moves to the Country....74

tt Gilbert....Editor
. Ponsford....Associate Editor
t F. Leete....Associate Editor
les L. Shaw....Associate Editor
Hillyard....Advertising Mgr.

A Miller Freeman Publication

r Freeman....President
ence K. Smith....Vice President
am B. Freeman....Vice President
r Freeman, Jr....Secy.-Treasurer

Publishing Office

815 Witmer St., Los Angeles 17, Calif.
DUnkirk 9-1112

Editorial & Advertising Offices

71 Columbia St., Seattle 4, Wash.
MAin 1626

xington Av., New York 17, N. Y....MUrray Hill 3-9294
oward St. (Rm. 308), Chicago 26, Ill....ROgers Park 4-3420
yal Bank Bldg., Vancouver, B. C....MArine 7287
W Third Av., Portland 4, Ore....BEacon 6348
cond Street, San Francisco 5, Calif....GArfield 1-5887
Avalon Blvd., Wilmington, Calif....TErminal 4-4538
ante St., New Orleans 18, La....AMhurst 2762

SUBSCRIPTION RATES: U. S. and Canada—one year $3.00; two years $5.00; three years $7.00. Other countries—one year $4.00; two years $7.00.

CHANGE OF ADDRESS: Please send notice of change of address as early as possible, and both old and new addresses, plus zone number at new address.

TISING: Complete plates only should be sent to the Publishing at Los Angeles . . . Advertising copy and cuts, instructions and n orders should be sent to the Seattle office.

C FISHERMAN (with which is combined West Coast Fisheries). ed monthly except January when publication is semi-monthly, ler Freeman Publications, at 815 Witmer St., Los Angeles 17, nia. Entered as second class matter at the Post Office, Los s, California, under Act of March 3, 1879. Postmaster, please lotice 3579 to PACIFIC FISHERMAN, 121 Second St., San Fran-, California.

Japanese Tuna Industrialists Report On Export and Sales Policy Talks

TEN-POINT outline of topics under discussion by Japanese tuna operators and exporters was made public in Japan recently upon the return of a three-man "unofficial group" from a 40-day visit to the United States.

Official reports from Tokyo say of their statements:

"Discussions on an export and sale policy of canned tuna to the United States have included the following items:

"1. Exports of 1,500,000 cases of canned tuna in 1954.

"2. Exports to emphasize tuna canned in brine in preference to tuna canned in oil.

"3. Expectations on the part of Japanese canners to compete with exporters of frozen tuna in paying high prices for tuna in auction sales of the catches when landed, especially during the coming Albacore season.

"4. Reduction in canning production costs to offset the expected high cost of fish. This will include an effort to reduce the cost of cans.

"5. A joint plan among canners for the buying of tuna for canning and in consideration of U. S. consumer market prices and other market conditions.

"6. Improved financing and credit assistance to members of the canning industry.

"7. The development of standard brands to avoid confusion in sales programs.

"8. Continuation of the Tokyo Canned Tuna Sales Co. as the principal sales outlet to Japanese exporters.

"9. Establishment of a program for the more orderly marketing of Japanese canned tuna in the United States. In this connection consideration is being given to the so-called 'Ekdale plan', which would establish a joint company by Japan-United States investments for the buying of Japanese tuna imports (canned products especially) to the United States.

"10. Optimism that no political action will be taken in the United States on the tuna tariff question until at least March, 1954."

Sardines Sell at $100

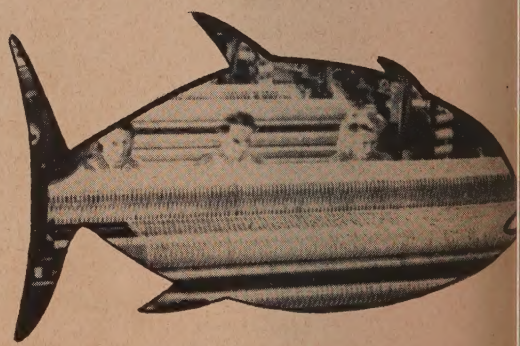
The San Pedro sardine fleet went fishing the night of October 12 when canners, unions and the Fishermen's Cooperative Assn. agreed on $100 a ton for sardines, an increase of $25 over tonnage price for the last season. Jack mackerel will bring $80 a ton, an increase of $10; Pacific mackerel, $85 a ton, a boost of $5. Anchovies and squid will sell for $45.00 per ton.

Discussions will continue on demands of the two fishermens' unions for a health and welfare fund until January 1. The boat owners have agreed to set aside a percentage of gross revenue from catches to provide a basis for future health and welfare fund. Two unions are involved: the AFL Seiner group and the independent ILWU Fishermen's Union.

Ederer gives you

that "EXTRA something" in nets!

When you use Ederer Gill Nets, Purse Seines, Trawls or Trap Nets you are assured of gear that will stand up under the heaviest loads. For in each pound of Ederer Netting you receive the benefits of over 70 years experience coupled with the personal attention of factory trained representatives who go out in ships testing our products in actual operation. Ederer Netting is made of the finest twine whether cotton, linen or nylon. All mesh is correctly sized for your specific requirements. All knots are securely tied in a manner that prevents slipping, or sawing under heavy loads.



that "EXTRA" something!

Ederer's giant netting machines make a row of 600 meshes and up in a single operation, under the close inspection of specialists who have been with us for more than 25 years. Every knot is machine tied to produce a net that will hold the heaviest loads.

EDERER
Netting
Since 1881

PACIFIC COAST DISTRIBUTORS

C. J. HENDRY COMPANY
San Pedro San Diego
San Francisco, California

THE BEEBE COMPANY
Portland, Oregon
Astoria, Oregon

SUNDE & D'EVERS COMPANY
Seattle, Washington
Ketchikan, Alaska

Sold by leading distributors who select the Ederer brand because they know it means repeat business from satisfied customers.

West Coast Can Plants

and three research laboratories at your service!

Western fish packers know they can count on Continental for on-the-nose delivery of the right cans in the right quantities. Four of our nine plants on the Coast specialize in producing salmon, tuna and sardine cans for Western packers.

And that's only part of our famous Tailor-Made Package Service. 27 years of experience in making fish cans have taught us that Western fish packers have problems all their own. So Continental has engineering facilities and research laboratories — at Seattle, Hayward and Whittier — which are always available to our customers.

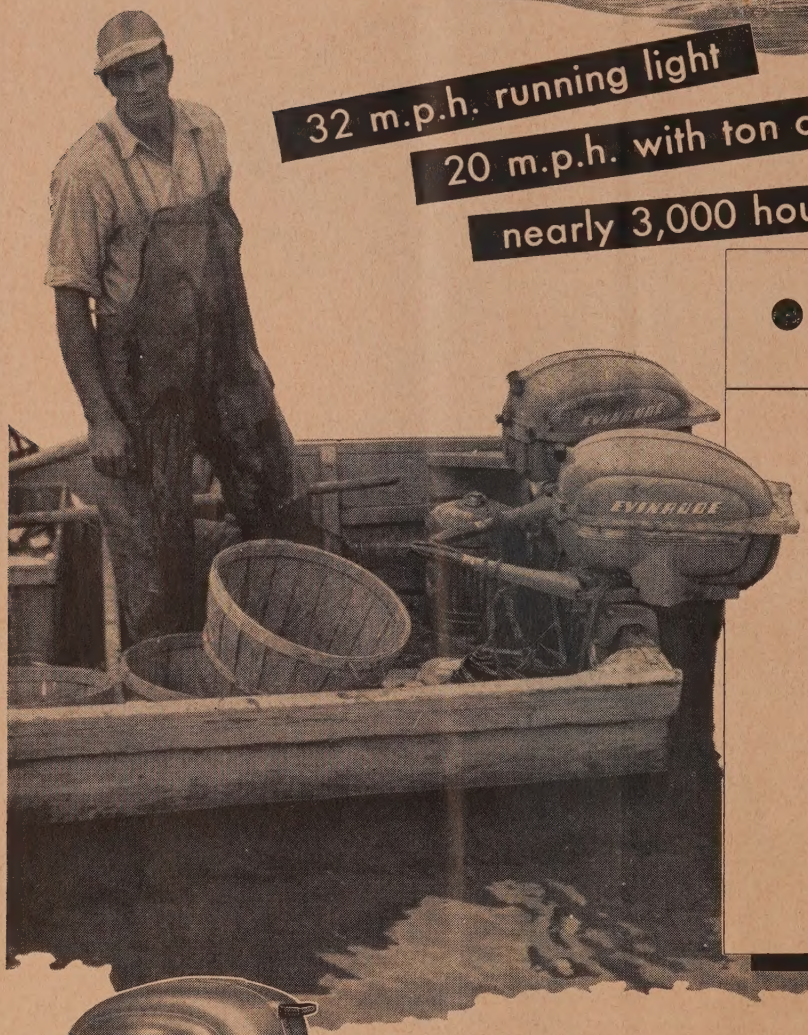
We'll be happy to talk to you about your individual packaging requirements. For Tailor-Made Service, why not call Continental today.

NTINENTAL CAN COMPANY

1120 Wilshire Boulevard, Los Angeles 17
Russ Building, San Francisco 4 • Skinner Building, Seattle 1

"...never seen a workboat with the speed of this one

32 m.p.h. running light
20 m.p.h. with ton of fish
nearly 3,000 hours a year, each motor



CARWICH MARINE

1713-15 EAST MAIN STREET
RICHMOND • VIRGINIA

Mr. W. J. Webb
Evinrude Motors
Milwaukee, Wisconsin

Dear Mr. Webb:

Enclosed are photos of one of our good Evinrude users, L. E. Moody, West Point, Va. The 20' by 7' boat is powered with 2 Big Twins. We have never seen a work boat with the speed of this one.

The boat does 32 m.p.h. without load and 20 m.p.h. with a ton of fish. These speeds are clocked over known distances. Working 100 crab pots and 30 fyke nets, Mr. Moody has to cover over 50 miles up and down the river, averaging 9 hours a day. During this time the motors are never stopped, but are idling in neutral except when a net is extremely full.

That is the way these motors work every day except Sunday, when one of them goes on the family runabout for pleasure use. Running time totals nearly 3,000 hours a year on each motor. Maintenance has been very low.

Cordially yours,
G. Carwich
Gus Carwich

• Backed by 10 years of successful experienc fishing with Evinrudes, L. E. Moody was quick to see the possibilitie offered by the new Big Twin model. In his operation he foun that *two* Big Twins gave him the real pay-off! 50 brawn horsepower for time-saving runs to the nets, and real speed even with full load. Plus stamina and low upkeep you couldn't beat in *any* kind motor! Big Twin performance has been an eye-opening (*and money making* experience for fishermen in many waters. Get all the facts. See your Evinrud dealer, or write for catalog on the complete Evinrude line—4 models— 7.5, 15 and 25 horsepower. EVINRUDE MOTORS, 4263 N. 27th Stree Milwaukee 16, Wisconsin.

In Canada: Manufactured by Evinrude Motors, Peterborough, Ontario.

EVINRUDE OUTBOARD MOTORS

arine Engines Thrive on TYDOL HD

una clipper or crab boat, marine engines perform e dependably with Tydol HD Motor Oil. You can nt on this great oil to keep engines *really* clean... from excess wear. Here's why:

ydol HD's brisk detergent action puts an end to lging. It removes gummy *old* deposits from rings valve stems...oil ducts and screens. It prevents for- ion of *new* deposits by keeping foreign particles in mless suspension until time to drain.

ry Tydol HD in your marine engines, gasoline or el. See what you gain in dependable performance reduced maintenance, with the oil that *cleans* as *rotects* as it *lubricates!*

2 Great Oils for Heavy Sea Duty

100% paraffin base high V. I. motor oils, scientifically compounded with selected additives for heavy duty.

TYDOL HD

HIGH DETERGENCY...for any marine engine in normal heavy duty.

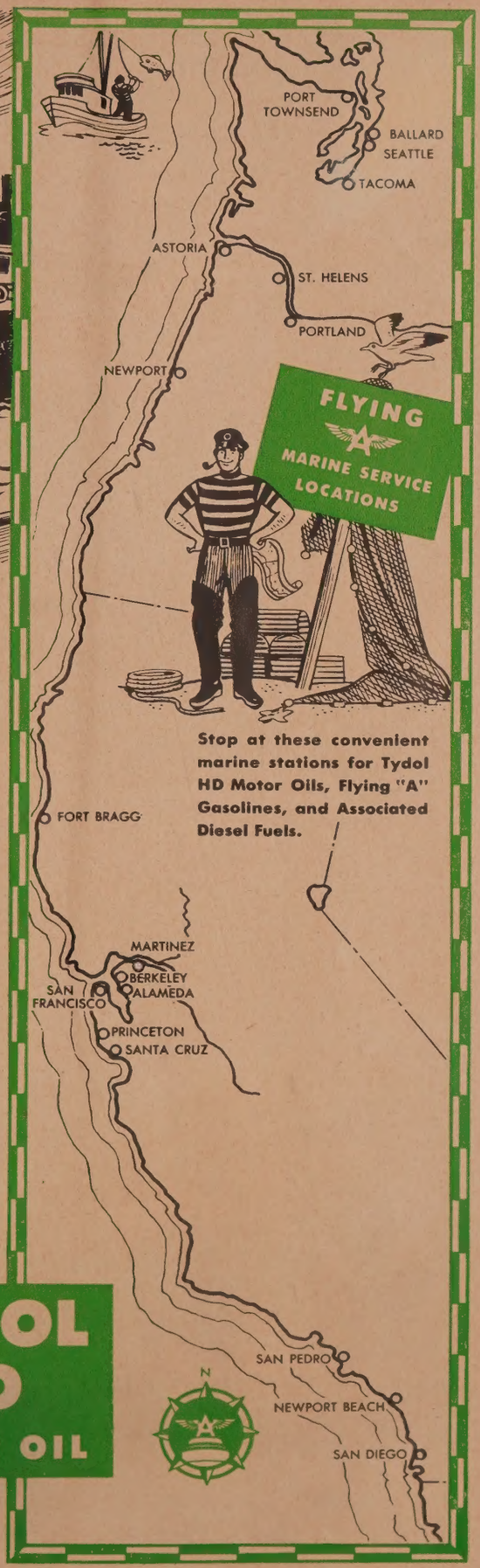
TYDOL HD S-1

HIGHER DETERGENCY...for hard, heavy marine diesel service; for any engine subject to continued overloading.

TYDOL HD MOTOR OIL

our Associated Representative which Tydol HD Meets Your Needs

IDE WATER ASSOCIATED OIL COMPANY (Western Division)



ooking forward by plowing back

Each year American Can Company plows back more into research than any other can manufacturer, *more* into technical service, *more* into field operations, *more into every phase that can benefit you.*

From this plowing back comes a continuous stream of container improvements which American Can Company's customers enjoy before others do.

In the packaging industry most *first* or *original* contributions bear the Canco imprint. Canco's philosophy of always looking forward can be of immeasurable assistance in your business.

These are reasons why it is to your advantage to turn first to Canco—the people who offer you *more* all along the line.

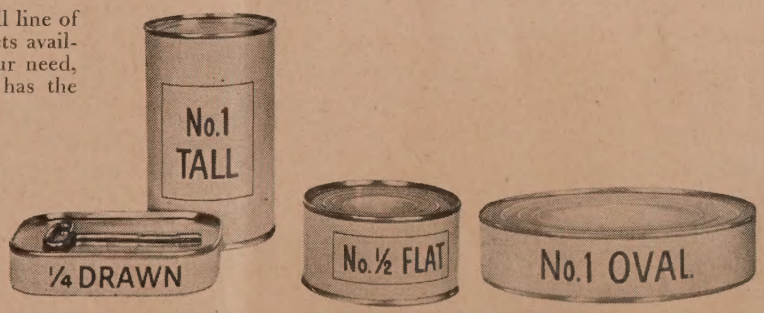
Go first to the people who <u>are</u> first!

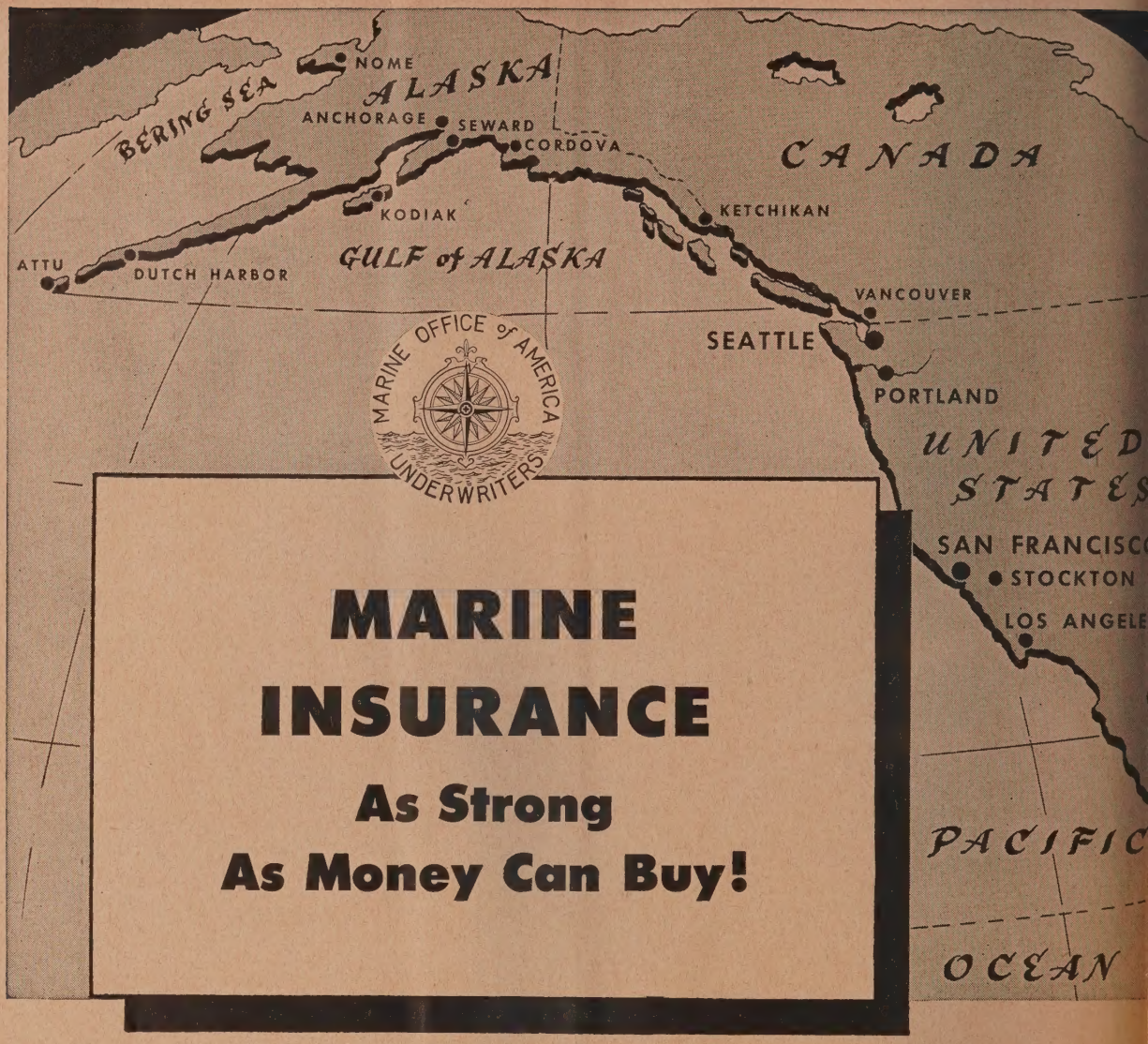
AMERICAN CAN COMPANY

CANCO

New York, Chicago, San Francisco; Hamilton, Canada

Canco offers you the finest full line of cans for fish and fish products available anywhere. *Whatever* your need, *wherever* your need, Canco has the *right* package.





MARINE INSURANCE

As Strong As Money Can Buy!

THE Marine Office of America, in good times or bad, provides sound, unquestioned, dependable Marine Insurance protection for the Salmon Industry and the West Coast Fisheries.

SOUND—because every Marine Office policy is backed by the security and strength of the seven outstanding companies listed below.

UNQUESTIONED—because of its long and distinguished record of prompt settlement of all just claims in all parts of the world.

DEPENDABLE—because of its know-how gained through decades of specialized experience in handling all classes of Marine Insurance.

This is your guarantee of sound protection—*as strong as money can buy.*

SEE YOUR LOCAL AGENT OR BROKER!

MARINE OFFICE OF AMERICA

Northwestern Department:
Paul A. Carew, Manager
Colman Building
Seattle 4, Washington

Pacific Department:
F. B. Galbreath, Manager
140 Sansome Street
San Francisco 4, California

Service Offices:
530 West Sixth Street—Los Angeles 14, California
411 Yeon Building—Portland 4, Oregon
22 North San Joaquin—Stockton 5, California

Composed of the Following Companies:

The American Insurance Company • American Eagle Fire Insurance Company • The Continental Insurance Company
Fidelity-Phenix Fire Insurance Company • Firemen's Insurance Company • Glens Falls Insurance Company
The Hanover Fire Insurance Company

OFFICES THROUGHOUT THE UNITED STATES—CLAIMS AND SETTLING AGENTS THROUGHOUT THE WORLD

"The CAT* has never left us at sea in 9 years"

—WILLIAM W. VALOR

RE's the *Blakely*, coming low in the water, with a 14-ton
h of albacore in her hold. Fishing out of San Pedro,
ifornia, this 45-foot boat is powered by a Caterpillar
300 Marine Engine that gives her 8 knots speed.

In 33,450 hours of steady sea duty, this engine has had
one overhaul—total cost, $650. Owner William W.
or, shown in the inset above, says: "The thing I like
about this engine is *dependability*. It has never left
t sea in 9 years of fishing, and several times we've
ed others in. Economy is another big factor. I think
is the most dependable marine engine built today."

Caterpillar Diesel Marine Engines are honestly rated
leliver *all* the horsepower promised at the propeller.
y're available in 12 sizes, up to 400 HP for continuous,
-stop duty; marine electric sets up to 315 KW. And
all operate on low-cost No. 2 furnace oil without
ling, even when idling.

With a Cat Engine under the hatch you can spend your time fishing—not fixing. And its long life is backed by well-equipped dealers giving dockside service in every port. Let your Caterpillar Dealer *prove* what this reliable power can do for you. Give him a call today.

CATERPILLAR, San Leandro, Calif.; Peoria, Ill.

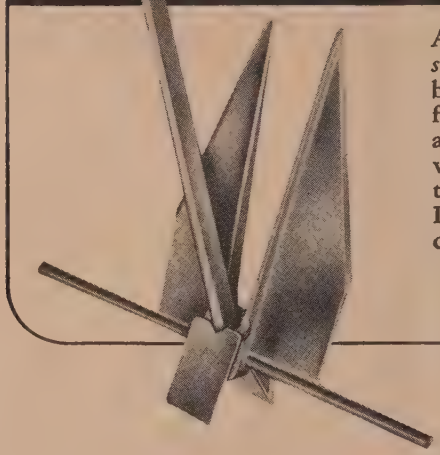
CATERPILLAR*

*Both Cat and Caterpillar are registered trademarks—®

WE'VE MADE CLAIMS... NOW MAKE US PROVE THEM

Here's how we prove that...

DANFORTH ANCHORS
HOLD BETTER THAN ANY OTHER TYPE



A strain gage is a remarkable little instrument; it electrically measures the *stretch* in metal. A strain gage connected to a cable will show the pull being exerted. The holding power of anchors can thus be accurately found by dropping an anchor from a powerful tug and *pulling* until the anchor drags. Thousands of such tests with all commonly used anchors on various bottoms have proved this fact: Danforth Anchors hold *far* better than any other type. ★ Does your boat have the security that only a Danforth can give? We'll be glad to send you more information on the comparative holding power of various anchors.

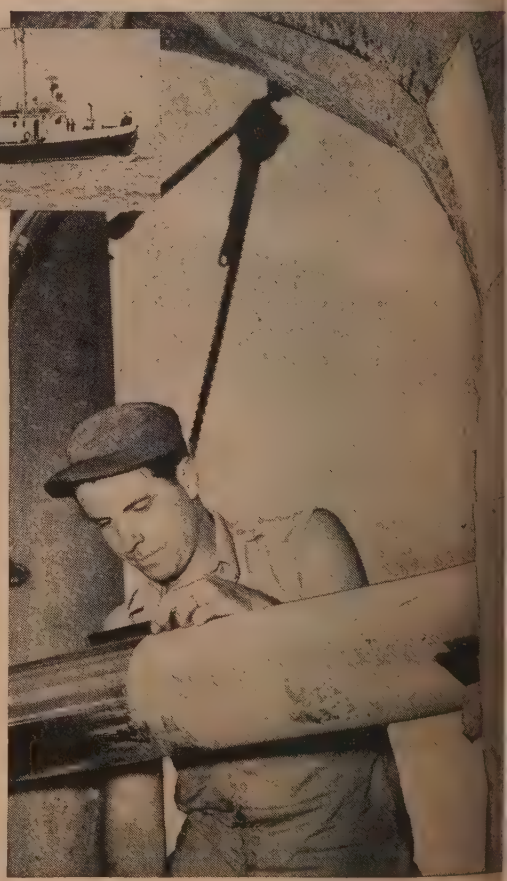
DANFORTH ANCHORS

2153 ALLSTON WAY, BERKELEY 4, CALIFORNIA

"DANFORTH" is a registered trademark

21 Years is a long time for a shaft

. . . but not when it's Monel



Take a look at the "Wanderer" here. She has come through 21 years of service and is now serving as a floating laboratory for Sperry Gyroscope Company's marine instruments.

Now take a look at that shaft in the "Wanderer." How old would you guess it might be? (The surface condition is good; when last inspected, the amount of wear at the bearing was 0.037 in. on the radius.)

Since the shaft is Monel®, you have probably guessed right. This is the original shaft of the "Wanderer," still in use today after 21 years.

That's because corrosion-resisting Monel has these advantages over commonly used bronze shafting:

More than 72%	Greater Strength
42%	Greater Stiffness
More than 85%	Greater Toughness
57%	Greater Hardness

You'll find that you, too, can depend on Monel shafts for long, trouble-free service life—even in the most corrosive and silt-loaded waters.

THE INTERNATIONAL NICKEL COMPANY, INC.

67 Wall Street · New York 5, N. Y.

Inco Nickel Alloys

Monel "... *it's the* SEAGOIN'® *metal*"

EMEMBER WHEN

Monosodium Glutamate

WAS A HORRID WORD?

r MANY YEARS AGO monosodium glutamate was ugly duckling of the food processing industry. ame lacked sales appeal. Just plain homely. Its tation wasn't too well established either. The rnment even called it artificial flavoring and oning. Though food processors were becoming re of its value in enhancing and holding natural flavors, they were reluctant to put it on their ls. Consumers shied away. Remember? It was rrid word. Now, only a few years later, this e Ac'cent plant at San Jose, California, has been nded for the second time to keep up with the and for monosodium glutamate.

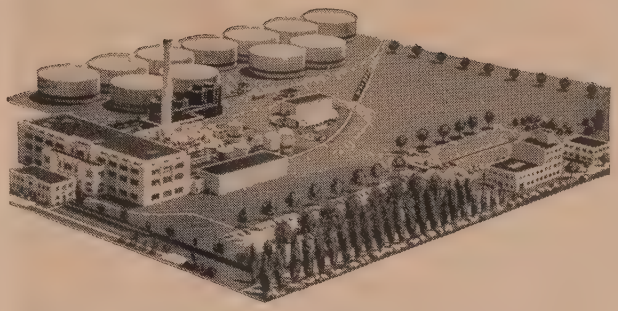
ell, what happened? What changed the buying ts of millions of housewives? What made it ible for food processors to put out better tasting ucts and thus win more customers, more *repeat* ?

few years ago, 1947 to be exact, Ac'cent launched ducational campaign. It was the first serious mpt to tell producers and consumers about the fits and value of monosodium glutamate. It is ntinuing program... the most extensive to date. as been so successful and so effective that consers now not only accept monosodium glutamate abels, they *look for it!*

ke the housewives' attitude, the government changed, too. It was influenced partly by the ent educational campaign and partly by our arch work which has greatly extended knowlof this remarkable food product.

c'cent has carried on research since 1946 on ost every phase of monosodium glutamate—uses, practical application methods, uniformity ystals. Most of the information that exists has developed by Ac'cent, whose sole job is the ing of pure monosodium glutamate. As a result, ther manufacturer of monosodium glutamate such a vast and complete store of scientific rmation on the subject—much of it unpublished.

o other manufacturer of monosodium glutamate the invaluable technical service that Ac'cent make available to you. Our 75-man research development staff is ready to help you immeely with specific solutions to your specific prob, even to the point of designing new machines.



World's Largest Plant Producing Monosodium Glutamate Exclusively. San Jose, California

This service, of course, is yours for the asking—one of the extras you get with Ac'cent's always dependable crystals, the most standard and uniform in the industry.

Many of the leaders in the food industry already have used our facilities. In fact, a list of our customers would read like a Who's Who of the food processing industry. And an important thing to remember is that many of them are becoming leaders after consulting and working with Ac'cent technical service people.

To meet their growing needs, our customers are assured of a steady supply of monosodium glutamate—for Ac'cent, the world's largest producer of pure monosodium glutamate, has convenient warehouse stocks located in every key market. The expanded capacity of our plant at San Jose is further insurance against a possible supply shortage.

The next time you order monosodium glutamate, specify Ac'cent. You get so much more when you do.

NORTHEASTERN DIVISION
61 Broadway
New York 6, N. Y.

MIDWESTERN DIVISION
318 W. Washington Blvd.
Chicago, Illinois

WESTERN DIVISION
214 Front Street
San Francisco, California

SOUTHEASTERN DIVISION
460 Mellview Avenue, S.W.
Atlanta, Georgia

EAST-CENTRAL DIVISION
90 Hamlin Avenue
East Aurora, New York

SOUTHWESTERN DIVISION
6339 Royal Lane
Dallas 30, Texas

MID-CENTRAL DIVISION
5085 Balfour
Detroit 24, Michigan

EASTERN DIVISION
c/o P. T. Mackie & Company
31 South Calvert St.
Baltimore 2, Maryland

Ac'cent®

PURE MONOSODIUM GLUTAMATE

...makes good food taste better!

NO PRODUCTS DIVISION OF INTERNATIONAL MINERALS & CHEMICAL CORPORATION, 20 NORTH WACKER DRIVE, CHICAGO 6, ILLINOIS

WELCOME ABOARD THE 1953 BOAT SHOW—

FISHING IS OUR BUSINESS

NEW Ideas
NEW Gear
NEW Models
WITH Quality
BETTER THAN EVER!

SEE THE NEW KIEKHAEFER MERCURY
OUTBOARD MOTOR
THE MOST RUGGED OUTBOARD MOTOR EVER BUILT

• • • •

LOOK FOR THE NEW FITTINGS, GEAR AND EQUIPMENT FOR YOUR SEINER, GILLNETTER, TROLLER OR HALIBUT BOAT.

• • • •

GOLD MEDAL AND BARBOURS NETTING
WILFRID O. WHITE COMPASSES
CO_2 AND PYRENE FIRE EQUIPMENT
WILCOX-CRITTENDEN HARDWARE

WOOLSEY PAINTS
PLYMOUTH CORDAGE
BENDIX DEPTH RECORDERS
MERCURY OUTBOARDS

PACIFIC MARINE SUPPLY CO.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MAIN 1573

PACIFIC FISHERMAN NOVEMBER 1953

COLLECTIVIST CONTROL

Of World's High Seas Fishing Asked of U.N.

STARTLING PROPOSALS for international control of the high seas fisheries of the world by an all-powerful "authority," to be created by a treaty drafted by the Food and Agriculture Organization, were submitted to the United Nations General Assembly this fall by the International Law Commission of the U.N.

The proposals came in the form of three "draft articles" comparatively brief—which were accompanied by several pages of legalistic discussion.

Similarly, the I.L.C. submitted to the U.N. a set of eight separate draft articles dealing with the Continental Shelf; and a separate single article concerned with the "Contiguous Zone."

What Is This Law Commission?

By way of background: the International Law Commission of the United Nations was set-up by the General Assembly two years ago. It consists of a group of about 15 recognized authorities on international law, representing as many different countries. The United States member of the I.L.C., it is understood, has been ill during much of his incumbency and has participated but little in its deliberations.

The "draft articles" on Fisheries, and the argument supporting them, appear to have been the work of two European professors, particularly Professor Francois of Belgium, with the assistance of the British member.

Text of the Fisheries "draft articles" follows in full:

ARTICLE I—A state whose nationals are engaged in fishing in any area of the high seas where nationals of other states are not thus engaged, may regulate and control fishing activities in such areas for the purpose of protecting fisheries against waste or extermination. If the nationals of two or more states are engaged in fishing in any area of the high seas, the states concerned shall prescribe the measures necessary by agreement. If, subsequent to the adoption of such measures, nationals or other states engage in fishing in the area and those states do not accept the measures adopted, the question shall, at the request of one of the interested parties, be referred to the international body envisaged in Article III.

ARTICLE II—In any area situated within 100 miles from the territorial sea, the coastal State or states are entitled to take part on an equal footing in any system of regulation, even though their nationals do not carry on fishing in the area.

ARTICLE III—States shall be under a duty to accept, as binding upon their nationals, any system of regulation of fisheries in any area of the high seas which an international authority, to be created within the framework of the United Nations, shall prescribe as being essential for the purpose of protecting the fishing resources of that area against waste or extermination. Such international authority shall act at the request of any interested state.

Existing Treaties Attacked

Early in its discussion of these Fisheries "draft articles," the I.L.C. acknowledges that the "drafts *go beyond existing law*" and says further that they fall within the category of "*progressive development of international law.*"

"Existing law," under which the halibut, Sockeye salmon, tuna and North Atlantic international treaties operate, was castigated by the commission in these words:

"It is generally recognized that the existing law on the subject, *including the existing international agreements,* provides no adequate protection for marine fauna against extermination."

(*EDITORIAL COMMENT—This statement above shows complete ignorance of, or disregard of, the*

actual facts of the matter. The halibut and Sockeye salmon treaties have in fact proven highly effective agencies of conservation and upbuilding of ocean fisheries; while the other treaties have produced measurable progress in the comparatively short periods they have been in effect. An erroneous or biased statement such as that quoted above necessarily brings the objectivity of the entire I.L.C. report into serious question.)

The I.L.C. majority acknowledged opposition, saying: "Certain members (unnamed) of the commission were opposed to the adoption of the text of Article 3, on the ground that there was no real need for creation of an international authority, since the fisheries could be regulated, as in the past, by means of agreements between states. They contended that the proposal to give an international authority power to issue regulations binding on the nationals of states is in conflict with the basic principles of international law."

Fisheries Urge Delay Of Action for Study

The I.L.C. report created a furore in the fisheries when it was submitted, with the recommendation that it do pass the General Assembly of the United Nations, and that steps be taken forthwith for consultation with the F.A.O., looking toward the drafting of a treaty setting up the world fisheries authority visualized in Article III.

It appears that the State Department either had not been cognizant of the studies of the I.L.C., or had chosen not to participate in them. Consequently, there was not available an announcement of official position of the Department of State with respect to the I.L.C. proposals.

Thoughtful elements of the fisheries of the Pacific were ready to recognize the complicated character of the entire subject. They felt that the industry and the Department of State should scrutinize the entire matter very closely—and that it would be necessary to defer action in the General Assembly of the United Nations until the industry and the Department of State could examine the matter intensively.

In line with this position, the executive committee of the Pacific Fisheries Conference initiated studies of the report and requested the Department of State to ask the United States delegation to the United Nations to move that the report be referred to the I.L.C. for further study.

In the meantime it is anticipated that the Department of State will consult with representatives of the American fisheries of all coasts with a view to development of the American policy with respect to the proposals.

American Support Lacking

It is not possible at the present time for the Pacific fisheries to express fully their reaction to the proposals. Discussion with a number of persons failed to reveal any American support for the I.L.C. recommendations.

Objections were several, and included:

1. The United States has had little or no voice in framing the proposals.

2. They appear to have been drawn by theoreticians with little or no background of understanding of fishery problems;

3. The terms "waste and extermination" disclose utter ignorance of basic principles of conservation, and actually represent vastly different things.

4. Why turn an area problem over to a world authority; and why to one sponsored by the F.A.O. in particular?

5. It represents utter abrogation of the traditional American position.

Could Cancel Conservation Treaties Now in Operation

Preliminary study of the effect of the I.L.C. proposals shows how utterly destructive they could be of the halibut and Sockeye salmon enterprises.

For example, under Article I, if another nation sought to participate in either, or both, the halibut or Sockeye fisheries outside territorial waters of the United States and Canada, they could do so. Furthermore, it is provided that such a nation, as an "interested party," could refer the matter to the world-wide authority provided for by Article II, which would then take over the regulation of the halibut and Sockeye salmon fisheries beyond territorial waters.

Aboriginal Claims Block Statehood For Alaska

Removal of the "aboriginal claims" cloud upon the lands of Alaska by effective congressional action must of necessity precede Alaska statehood.

This is the considered opinion of the best-qualified analysts who during the past several months have studied the matter at close range, and with the benefit of all the facts.

This is the opinion of studious men who have at their disposal all of the data produced at congressional hearings in Washington, plus the results of exhaustive hearings conducted by a congressional committee in Alaska this summer.

One man, long an Alaskan, and long a worker for statehood, put it this way:

"Statehood is a dead issue until congress provides a means by which the United States can convey to the projected state clear title to the lands which would go to the state. At present this cannot be done; nor can it until congress acts to require any Indian claims to be filed within a certain time; and assures that all such claims thus filed can be heard and settled within a reasonable time. Until that is done; until those claims are heard and settled, it is idle to talk further of statehood."

There are two bills dealing with the aboriginal claims matter currently before congress. Alaskans generally feel that both of them have serious faults which demand correction. One bill would permit the court of claims to decide whether claims found valid should be settled in money, or whether the Bureau of Indian Affairs should be permitted to select lands for the Indians in lieu of funds. The other would permit individual or family claims, and does not provide for effective means of handling. As result, settlement of the claims question might drag on for decades.

Upon his return from Alaska, where he held hearings, Senator Hugh Butler of Nebraska, chairman of the Senate Committee on Interior and Indian Affairs, was quoted by the Associated press as saying that he thought he had convinced "the rank and file in Alaska that statehood should not come at this time. When we pointed out the obstacles, most of the people agreed they should wait awhile."

F.C. Executive Committee onsiders Treaty ct's Terms

Executive committee of the Pacific sheries Conference met in Seattle he end of September in a one-day sion devoted primarily to consider- on of the enabling legislation which cessarily must be enacted by Con- ess before United States participa- n under the terms of the North cific Fisheries Treaty becomes fully ective.

Beside Milton E. Brooding, chair- n of the committee, those in at- dance included T. F. Sandoz, Har- E. Lokken, Donald L. Loker; Mil- Freeman, Edward W. Allen, and ntgomery Phister, respectively airman, vice chairman and secre- y of the Conference.

Meeting with the committee was illiam C. Herringon, special assist- t for fisheries and wildlife to the dersecretary of State.

nchovies Major Factor Sardine Situation

Anchovies were a major factor in not-too-cheerful California fish ning picture in September. Some 26 tons were received by Los geles-Long Beach canneries and ee canneries outside that area. This nage resulted in 73,702 cases.

California Sea Food Co. in Long ach had 12 tons from one day's ivery. California Packing Co. in nard took 326 tons during the nth; F. E. Booth Co. in Long ach, 726 tons; Golden State Pack- ; Co. at Grover City, 231; Seaside sheries, Long Beach, 137; South Pa- c Canning Co., 283; Terminal and Seafood Co., 10; Van Camp Sea od Co., 19 tons from one day's ivery; Star-Kist Foods, Inc., 209; estern Canners, Newport Beach, 2); South Pacific Canning Co., Port eneme, 130; West Coast Packing C., Newport Beach, 59. The season, is far, has produced about 6,000 s of anchovies.

Mackerel deliveries for September, the other hand, were less in ton- ge than anchovies: 1,318 tons, re- ting in 277,027 cases. In addition the canneries not packing ancho- s, but packing mackerel, we have ast Fisheries, Pan Pacific Fisheries, uth Coast and California Marine ring & Packing. To date the season s produced about 8,000 tons of ckerel.

The Terminal Island area also took ivery of 7 tons of clams and 9 tons squid, September.

rret Leaves Co-Op

Resignation of R. B. Barret as man- er of the Halibut Producers Coop- tive, Seattle, effective with Octo- ; was announced by Andrew John- , president of the association, ich Barret had served since 1949.

Norwegian Frozen Tuna Makes California Debut

Norwegian tuna made its appearance in Southern California this fall—30 tons of it; Bluefin.

The fish, which was frozen, dressed heads-off, was delivered to Star-Kist Foods, Inc., evidently as a test parcel. In recent years Norway has had some substantial tonnage of Bluefin tuna. Most of this has been frozen and shipped to the tuna canneries of the Mediterranean area for processing.

In addition to the unloading of local Albacore and Bluefin from purse seiners fishing offshore waters of Baja California, and Yellowfin from Japan, Star-Kist at the two T.I. plants took tuna from the *Challenger, Seven Seas, Anthony M, Star of San Pedro, Sea Spray, Sea Pride, Golden Glow, Santa Rosalia, Sea Bird, Sun Traveler, Arlene S, Supreme, Sea Rose, Pioneer, Sun Venus, Sea King, Stranger, Defense, Sun Dawn, Liberty Bell, Sea Ranger, Betsy Ross, Santa Margarita, Western Monarch, Sun King, Normandie, Viking, South Pacific, Marsha Ann, Mary S, Columbia,* and the *May Queen.*

The Los Angeles-Long Beach Harbor canneries processed 8,276 tons of tuna in September, preliminary figures again. Of this tonnage, 2,381 tons were Yellowfin; Skipjack, 2,039; Bluefin, 918; Albacore, 2,809; Bonito, 34; and Yellowtail, 94. This tonnage resulted in 410,400 cases.

San Pedro in September was again officially recognized by the Department of the Interior as the world's largest fishing port, from the standpoint of tonnage and value, in a recent report issued by the Federal Government.

San Diego canneries—four of them —took 6,881 tons of tuna (Yellowfin, 1,412; Skipjack, 3,664; Bluefin, 68; Albacore, 1,587; Bonito, 5; Yellowtail, 145). This tonnage resulted in 288,454 cases.

California Marine Curing and Packing Co. had four boats docked during September: *Crusader, Betty C, Adriatic* and the *Patria.* Coast Fishing Co. unloaded from the *Corregidor, Palomar,* and the *Marlyn Rose* and also processed local Bluefin and Albacore. Franco-Italian worked Albacore from Japan and local Albacore, but no Yellowfin or Skipjack.

Harbor Canning Co. in Wilmington was again active with local Albacore. Pan Pacific Fisheries processed Yellowfin and Albacore from Japan; Skipjack from Peru, some local Albacore and had the big tuna clipper *Calistar,* unloading from offshore waters of Mexico.

Van Camp Sea Food Co. at Terminal Island during September packed tuna from the *Delores M., West Coast, North Queen, Cape Flattery, Lorraine A, American Venture;* also some Albacore from Japan; and local Bluefin and Albacore.

Western Canners at Newport Beach was active again in September with Albacore, caught in southern waters by the *Dynamite* and *Arlene F,* and a considerable amount of local Albacore.

Southern California Fish Corporation packed Yellowfin and Bluefin from the *Courageous* in September. South Coast had Yellowfin, Skipjack and Bluefin from the *New Sea Rover* and Yellowfin and Skipjack from the *South Coast.*

South Pacific Canning Co. had fish from the *Yolande Bertin,* based at Panama, shipped to port by steamer; local Albacore from Japan; fish from the *Stella Maris* and *Northern Light* and Albacore from the *Duchess.*

Fish and Wildlife Service figures show that San Pedro area canneries from January 1 through September 26 had received 95,865 tons, including importations of frozen tuna (22,037 tons). This represented about a 1,000 ton increase over 1952.

A similar period for San Diego canneries resulted in 38,778 tons—an increase of about 9,000 tons over 1952.

The purse seiner *Marauder* continued to be the top boat of the San Pedro fleet, completing seven trips as this issue goes to press. All in all, it has been another good year for most tuna purse seiners.

Fishing for Albacore continued to be very spotty and unrewarding along the California coast. One boat reported going some 300 miles offshore, with only schools of under-sized Albacore observed.

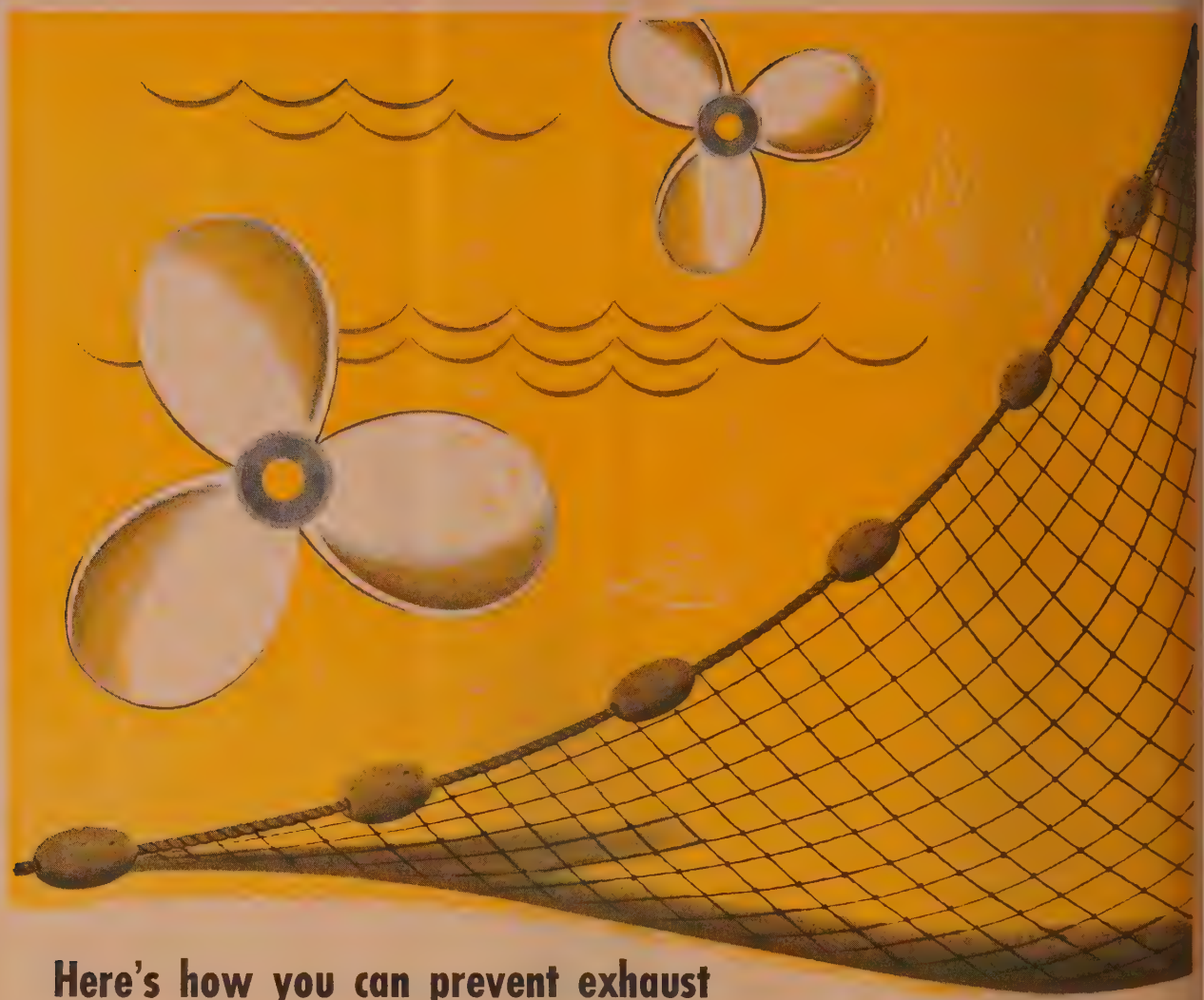
Tuna seining in the late months of the season was good from Margarita Island to Cape San Lucas. Bluefin was netted along the upper part of Baja California. Strangely enough, Socorro Island, usually a hot spot, proved to be a disappointment this year.

Salmon Canners Meeting Billed for November 9

A one-day business meeting, without golf tournament or entertainment features, is being substituted this fall for the usual convention of the Association of Pacific Fisheries.

Members of the association have been informed that the meeting will be at the Seattle Golf Club Nov. 9.

John L. Farley, director of the U. S. Fish and Wildlife Service, will attend.



Here's how you can prevent exhaust port-fouling problems . . . Minimize over-all engine wear with

SHELL TALONA OIL

Now—by using Shell Talona Oil, operators of fishing craft find they completely eliminate port-fouling problems and at the same time minimize engine wear. Continued use of Shell Talona Oil has lengthened time between overhauls to an extent formerly thought impossible.

The low-carbon-forming tendency of Shell Talona Oil prevents port-fouling, even in the extreme range of jacket temperatures normal in fishing craft operation. The small deposits of carbon that do form are soft, flaky and self-cleaning.

In addition to freedom from port-fouling, Shell Talona Oil gives all these advantages to fishing craft operators.

1. **Superior anti-wear properties**
2. **Outstanding oxidation stability**
3. **Excellent engine cleanliness and detergent-dispersant action**
4. **Protection against bearing corrosion**
5. **Proper lubrication of all moving parts**
6. **Maximum resistance to foaming**

Get the full story about Shell Talona Oil. See the Shell Marine dealer in your port.

SHELL

SHELL TALONA OIL

REBUILDING ON RESILIENCE

RESILIENCE OF SALMON, not the methods of men produced the great 1953 re-growth of the Quesnel Sockeye salmon run.

True, men of science proved that the fabulous run to ıe Quesnel had been destroyed by blockade conditions hich developed at Hell's Gate; and men of engineering ıilt structures which now permit the salmon to pass ıat point readily at any stage of river.

With Hell's Gate damage detected and corrected, men ll to arguing as to what should be done next.

Said some: "We must build hatcheries in the wilderess and stock them with eggs imported from many ources. Fry from these eggs, planted in Quesnel Lake, ill establish a new cycle which eventually will perpetuate self."

Others argued: "Such a system interferes with nature ıd is doomed to fail. First, there is the great cost of ıilding and maintaining hatcheries in the wilderness. econd, in all probability we would be hatching fish wholly nsuited to the Quesnel. We would be mixing strains and nfusing races, and the new fish might ruin the residual ıce.

"We have a handful of normal, native Quesnel Sockeyes eturning to their native region. The resilience of the ock is shown by the way in which this remnant has ıaintained itself in spite of intensive fishery and the block t Hell's Gate. We can rely on this resilience to rebuild ıe race, since the great reproductive potential of this ea has not been affected by ramifications of civilization.

"This only we must do:

"First: Protect the Quesnel run for a few years as it asses through the fishery;

"Second: Be patient; and be vigilant, that there be no mixing of races, no hatchery hybrids, no impairment of the resilient remnant of the true Quesnel stock."

A compromise was made, a hatchery was built—but actually was never fully employed for the purpose it was designed to serve.

Despite the hatchery and the investment made in it, reliance on the resilient remnant of the run became Sockeye Commission policy; and on this policy, and this alone, the Quesnel recovery comes. The operations of the existing hatchery have been directed to the Upper Adams River, *where not a single fish* remains as a natural remnant on which to build.

Today's thinking on the Fraser runs thus:

So long as there is *any seed* coming into a formerly productive area as a natural remnant of the race, then rebuilding must be based on that seed and the resilient race it represents.

The primary research objective today seeks means of identifying in the fishery the races represented in the run at any time.

Knowing how to distinguish the races in the run, the administrator will know when to apply closures which will protect the resilient remnants needed for rebuilding.

The knowledge will work the other way also, and will permit full fishing of those strong races not in need of special protection.

Out of the Quesnel experience of 1953 comes great encouragement, and proof of the policy which relies upon the resilient remnant to rebuild an almost-destroyed race.

Fall Chum Showing Modest

Fall salmon packing centered largeon Puget Sound as this issue closed, ıcking which would put the closely ıunt on volume production for the 53 season.

At presstime it was impossible to nture an intelligent estimate as to e probable Puget Sound Chum yield. ıere was no reason to expect *great* ılume, either on the basis of local hing or imports of Canadian Chums r canning in American plants.

After a 3-day delay in fishing for ıums, Puget Sound purse seiners in ctober went to work at 11c per ound for canning fish and 12c for esh and frozen supplies.

This is a half-cent up from the ckers' opening offer, but represents reduction of 1c per pound on cang fish from the 1952 price—a recnition of lower selling prices for nned salmon.

The fall season in Southeast Alaska added something more than 100,000 cases to the Territory's pack total. This fishing of course closed early in October after fairly good results, marked by best quality in the north and best volume in the south.

Alaska Prices "Wacky"

Prices paid in Southeast Alaska during the fall season were wacky. During most of the fish period at least, Chums commanded 70c each in the North; while in the southern district, with operations centering at Ketchikan, the price hung steady at 55c during the entire period. One packer at least had an operation in each district.

The fall Chums are being offered generally at $13, down $1 from the pricing of standards goods. A notable feature of fall salmon selling this year was the practice of a number of operators in labelling their neutral label goods "Summer Pack."

Official Puget Sound pack figures to presstime, which would include virtually all of that district's production of everything except Chums, showed:

Species	48-Lb. Cases
Chinook	2,843
Chum	1,886
Pink	479,420
Silver	32,802
Sockeye	182,263
Total	699,214

These figures of course do not include Alaska Red brought down from the North frozen and canned on Puget Sound.

Pinks Spawning Far Above Hell's Gate

British Columbia fisheries people were cheered in October by reports

that Pink salmon spawning in the Fraser River system above Hell's Gate continued to improve, with numbers on the grounds as large or larger than in the 1951 cycle. Pink spawners were observed as far up the Thompson as Deadman's Creek, in places where Pinks have not been reported for 40 years.

The fisheries department reported that Pinks had commenced to enter the spawning streams in the lower Fraser, and test fishing conducted at that time showed that quantities of Pinks were still at the mouth of the river. Evidence indicated that the main portion of the Pink run would have proceeded through the commercial fishing area by October 14. Coho and Chum salmon were also passing through the area.

In view of this situation, salmon gillnet fishing in the Fraser River was re-opened October 14, subject to weekly closure. Pink salmon fishing had previously been ordered prohibited September 18, except for wider mesh gillnets used for white Springs.

Nylon in Controversy

Controversy over the extreme effectiveness of nylon gillnets arose as the season advanced, inspectors claiming that large numbers of immature migratory salmon migrants were being caught in the mesh, threatening serious loss to the fishery unless operations were restricted. Although lengths of the cork lines are regulated (150 fathoms in the river, 200 fathoms outside) there is no limit to the amount of net that can be hung on them and if several hundred fathoms of net are hung an impenetrable curtain is formed through which even the smaller fish cannot pass.

While it is maintained that the fault lies with the technique or manner in which the nets are set rather than in the efficacy of the nylon nets themselves, the fisheries department has decided that so far the only effective way of seeing that spawners get through is to apply absolute closures.

There is no doubt that nylon nets have established their popularity in British Columbia. Although introduced only a year or so ago, they were extensively used throughout the salmon fishery this year.

GREAT PINK SALMON PACK CLOSES BIG YEAR IN B. C.

A tremendous late run of Pinks was one of the notable features of a somewhat spectacular year in British Columbia's salmon fisheries.

In early August, fishermen and packers as well as biologists and fisheries inspectors were baffled by the non-appearance of Pinks in the northern and some central areas, and various theories were being advanced as to the cause of the prospective decline.

But later that month and throughout September the Pinks swarmed in with such a rush that the pack swept upward to 788,286 cases September 26. There was no doubt that the total pack for the 1953 season would be one of the biggest on record, probably second only to the fabulous pack of 1,111,937 cases in 1930. It was also evident that, barring a big late run of Chums, Pinks would account for nearly 50% of the entire canned salmon pack in B. C. for the season.

All interests had reason to be pretty happy about the year's salmon fishing. Even though some areas were spotty, the overall picture was a gratifying one.

The department of fisheries found it necessary to apply closures during September to insure adequate escapement for spawning.

At September 25, Chief Supervisor A. J. Whitmore reported that the estimated Canadian catch of Fraser River Pinks, including those taken in the approach waters of the Straits of Juan de Fuca, was about 4,000,000 fish, and that the U. S. catch from Puget Sound and Straits of Juan de Fuca, including fish en route to the Fraser, totalled about 6,500,000 fish. The combined catch was thus 10,500,000, or slightly more than the combined total catch in the 1949 season and over 2,500,000 more than in the brood year 1951.

The fishing effort by both Canadian and American fishermen was reported by Whitmore to be much greater than in any previous year, both as to number and efficiency of boats and gear, and it was decided that the portion of the run which could be safely removed from commercial use had been secured — possibly ten days earlier than usual. For that reason Pink fishing was placed under restriction, although special concessions were granted for not less than 9 inches extension (9¾ inch nylon) so as to exploit the fairly large run of white Springs.

A few days earlier it was evident that the largest Pink catch on record in the Johnstone Straits are had materialized. The run commenced in volume during the week ending August 1 and the peak was reached about August 22, when in excess of a million Pinks were caught during the four-day weekly fishing period. Total catch in the Johnstone Straits area up to September 5 was about 4,000,000 Pinks, compared to the total catch of 1,600,000 Pinks during the brood year 1951. The largest fleet of salmon seiners ever assembled in any area in British Columbia's fishing history took part in the harvest—291 seiners, compared with 111 in 1951; 375 gillnetters. Precautions were taken through closure to facilitate the passage of spawners into the rivers.

Final report of the Sockeye Commission issued September 18 showed a total catch by Canadian fishermen of 2,000,313 Sockeyes, and by American fishermen 2,030,000, a total for the two countries of 4,030,671 fish, compared with 2,059,146 in the previous cycle year, 1949.

B. C. Court Fixes Price for Fall Chums

Judge Joseph B. Clearihue has given his ruling as to the "fair minimum prices" to be paid for Fall Chums in British Columbia in accordance with an agreement made earlier in the season between packers and fishermen. The price fixed was 7½c per pound for Johnstone Straits and Fraser River; 6c for central and northern areas, 5½c for Queen Charlotte Islands and the west coast of Vancouver Island north of Estevan.

The judge's decision ended a fish price dispute which started more than a year ago when the fishermen demanded 11, 9 and 8 cents respectively according to the area. Although the judge's finding corresponded with the offer made by the packers in the Fall of 1952, the fishermen refused to accept it at that time and went on strike.

Frank Bramante, well known branch manager of Consolidated Fisheries, Inc., San Francisco, was seriously injured in a truck accident recently. However, Frank is making a good recovery, it is reported.

New officers of the C.F.C.A. are group in the photo at the upper left. J. S. De Silva Jr., the new president, nds in the center, looking down at his predecessor, M. J. Gorby, who earned warm appreciation for the fectiveness of his administration. On the left of the picture, R. H. Beaton, executive vice president and eneral manager; then William A. Moorehead, secretary-treasurer. On the right is Donald P. Loker, new vice esident. In the picture at the upper right, Leland Irish, Joe Porter, Nick Trutanic, Hal Seley and J. R. Biven. In the group at the left below, standing: Gerald Cigliano, William Moorehead, Gilbert C. Van Camp, Wil- ur F. Wood, pioneer among tuna packers. Lower right: Ed Davis, Terminal Island Seafoods; H. A. Tacka- erry and H. M. Blinn, Continental Can; Herb Davis and R. H. Beaton.

. S. De Silva Jr. Heads California Fish Canners

James S. DeSilva, Jr. became the w president of the California Fish nners Assn., Inc. at the annual eeting of the association at Ojai lley Inn, near Santa Barbara, Calif. is is head of the South Coast Fisher- cannery on Terminal Island. Don- P. Loker of Star-Kist Foods, Inc. s elected vice-president; Wm. C. rehead, Pan Pacific Fisheries, secre- y-treasurer; R. H. Beaton, execu- e vice president and general man- er, retains that post.

From January to June of the cur- nt year the association was engaged advocating favorable legislative asures for the industry and in op- sing such measures that were detri- ental. The final result was rather vorable to the industry. Frequent etings with sportsmen of California re held during the year prior to the gislative session. Four management ls were introduced, one by the rtsmen, and three by the industry, t due to the inability at the last ment to get together on a program, four measures were referred to a nate interim committee for further dy. It appears now that there will legislation drawn for introduction January, 1955, that may remedy the uation.

An important legislative measure,

By

R. H. BEATON,
Vice President and General Manager, California Fish Canners Association.

considered during the 1953 session, but finally given-up for the time being, would have levied a nominal personal property tax on canned fish in the warehouse of each of the processors in California on March 1 of each year. The Association proposed a nominal charge of $1.50 per $100 valuation, but due to so many other requests for tax exemptions by various parties, the measure was not pushed. The result of such legislation would be to make unnecessary t he shipping of canned fish to eastern warehouses to avoid taxation in California. It is predicted that eventually a program along this line will be adopted.

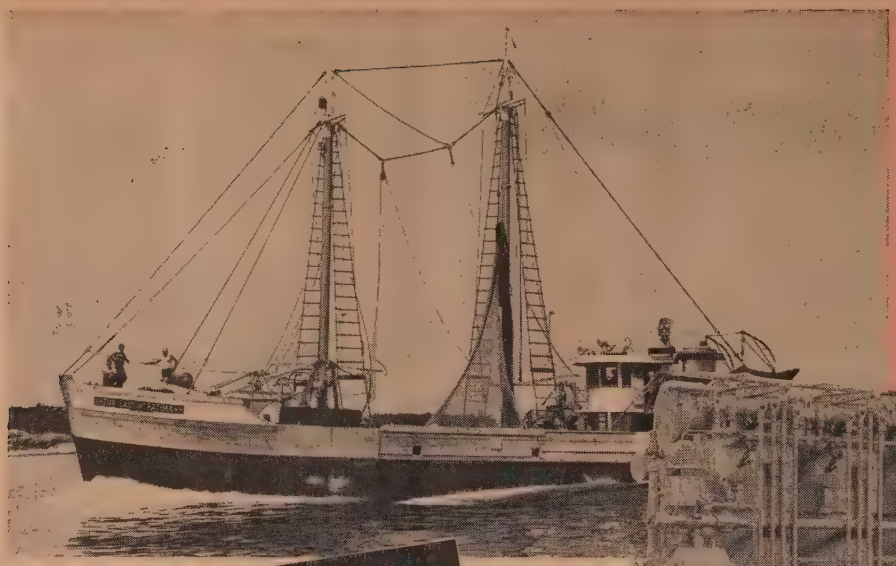
During 1953 the Association was active in studying conditions in Central America and South America, and in sending a committee to Japan to view the picture as to exportation from Japan of frozen tuna, canned tuna in oil, and canned tuna in brine. As this issue of *PF* goes to press, no decision has been reached, but it is hoped that compromises will be made

The new president of the California Fish Canners Association, J. S. DeSilva, Jr.

favorable to the industry.

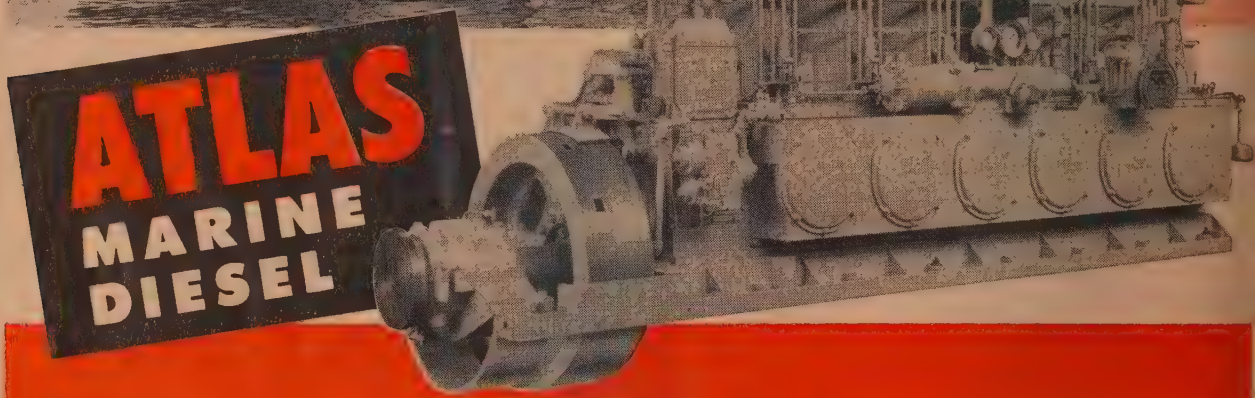
The Association is still active in promoting legislation in Congress for either a tuna tariff or possible quota system. When Congress re-convenes in January, it is expected that the Association will have the necessary data to establish its position.

The Marine Research Committee, state-wide in its activities, appointed by the Governor of California, consisting of five members from the canning industry and four state officers,



Captain Cecilio J. Cecilio's 103-foot dragger "Our Lady of Fatima," completed by Liberty Dry Dock Co., Brooklyn, N.Y., and powered by 400 HP Atlas Diesel.

4-cycle, 6-cylinder Atlas Diesel of the type used in the dragger "Our Lady of Fatima."



helps "Our Lady of Fatima" make record hauls from the Grand Banks

Since she was completed early in 1952, the dragger, "Our Lady of Fatima," has been fishing off the Grand Banks with outstanding success.

During her long round trips out of Gloucester the dragger's Atlas Marine Diesel has displayed the dependability for which Atlas Engines have always been noted.

When dragging for redfish "Our Lady of Fatima's" performance and maneuverability have convinced Captain Cecilio that his choice of an Atlas Marine Diesel is paying off in record hauls.

Captain Cecilio's experience is typical of the success stories reported by users of Atlas and Superior Marine Diesels. When you want maximum fuel economy and always dependable power in any kind of fishing craft, ask your Superior-Atlas Representative about the service records of these versatile engines in every type of service.

Superior ENGINES
ATLAS DIESEL ENGINES
DIESEL • DUAL FUEL • GAS

ENGINE DIVISION
THE **NATIONAL SUPPLY** COMPANY
PLANT AND GENERAL OFFICES:
SPRINGFIELD, OHIO

Distributor of Lister *Diesels in the U.S.A.*

SALES AND SERVICE POINTS:
Gloucester, Massachusetts
Kansas City, Mo.
Houston • Fort Worth, Texas
San Diego • Oakland
Terminal Island, California
Ketchikan, Alaska • Lincoln, Neb.
Washington, D.C. • Chicago
Portland • Astoria, Oregon
Halifax, Nova Scotia
Vancouver, B.C. • Toronto, Ontario
Park Rapids, Minnesota
New York • Seattle • New Orleans

'WO WAYS OF LOOKING AT THE SAME THING—View of some of the California Fish Canners at dinner following the golf tournament at the organization's annual convention.

continuing its research work. The unds are being augmented by addi-ional privilege taxes which were lev-ed at the industry's request at the ast session of the legislature.

The Association plans participation gain this year in the third annual na cutting, to be held sometime in ecember.

The Tuna Standards Industry Com-ittee, under the able leadership of lbert Vignola, Jr., and G. H. Clark, irector of research, has succeeded in rriving at Standards that seem to be cceptable with the exception of one r two details.

The Association made its annual ontribution to the financing of the nnual Fishermen's Fiesta, held in eptember, in San Pedro.

The Association is carrying on a igorous campaign against oil drilling f any nature in the Terminal Island rea. The unfortunate experience of ertain industrial areas in Long Beach erves as an example of what might appen on Terminal Island if slant drilling from the Island to the breakwater were permitted. The effect of subsidence would be to curtail the operations of approximately 10 canneries on the Island. West Coast Packing Corporation was forced to move its plant from the Long Beach area affected by subsidence.

The Association feels that if the sardines do not appear in any substantial amounts this season of 1953-1954, the present law restricting canners to the canning of at least 13½ cases to a ton will be ample to take care of any fish which might appear. In this connection it will be recalled that the California Fish and Game Commission has denied all reduction permits for sardines during the current season.

The Association believes that the activities of its group during 1953, under the leadership of its president, Max M. J. Gorby, have been most satisfactory and the members anticipate that the coming year will be equally successful.

The first and second winners of the Miller Freeman Tuna Tourney Trophy are also the fourth and fifth. Nick Trutanic, left, who won in 1950, and J. R. Biven, winner in 1951, tied for the title in the 1953 C.F.C.A. tourney and will share the trophy for the next 12 months.

Big Bag of 539 Whales Best in Years

By far the biggest catch of whales made in British Columbia waters since long before the war was achieved during the past six months' season by the fleet of B. C. Packers, operating out of Coal Harbor, northwest Vancouver Island.

A total of 539 whales was taken, and all of them except 25 were of the bonus category for which crew members received an extra reward under the terms of their contract with the company. The 25 for which no bonus was paid were under the agreed minimum size. In addition, the whaling crews got another bonus for whales caught in excess of 500.

The catch this year was nearly 80 more whales than in 1952, but last season the fleet was idle for the first month owing to a dispute. This year, the company's five whalers went out in April and operated pretty steadily throughout the summer. They are now tied up at Vancouver.

Bouvet, which the company purchased a couple of years ago after it had put in several seasons in the Antarctic and other whaling grounds, was high boat this year, under command of Capt. Jack Haan. *Nahmint,* relatively an old-timer on the west coast whaling grounds, was second. Crews shared on a pro rata basis in the number of whales caught.

Company executives report that the financial returns will probably be about the same as last year for oil and meal, as a large percentage of the whales caught were sperms and the market for sperm oil is in a slump.

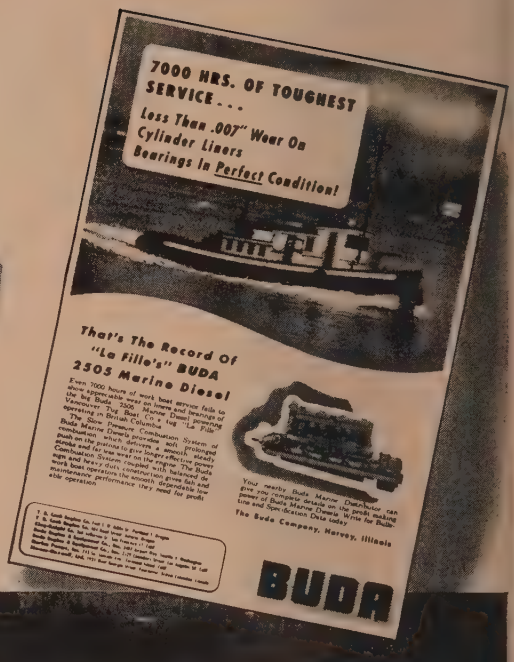
Some experimental shipments of whale meat were made to Hoquiam, Wash., for processing into pet food.

The whalers *Nahmint* and *Tahsis,* after being overhauled at Celtic Shipyard, are expected to enter the herring fishery this winter.

Kuhn Named Director

Gilbert J. Kuhn has been appointed vice-president and member of the Board of Directors of Marine Products Co., San Diego, according to L. K. Small, president of the company which is a well-known importer and packer of shrimp.

PERFORMANCE LIKE THIS


7000 HRS. OF TOUGHEST SERVICE . . .
Less Than .007" Wear On Cylinder Liners
Bearings In Perfect Condition!
That's The Record Of "La Fille's" BUDA 2505 Marine Diesel
BUDA

Led to Installation of a BUDA "2505" Marine Diesel in La Rose

You Can't Match The Big BUDAS For *POWER...ENDURANCE...ECONOMY*

When the Vancouver Tug Boat Co. re-powered their Tug "La Rose", they again selected a big displacement Buda "2505" Marine Diesel—the engine that showed no appreciable wear on cylinder liners and bearings after 7000 hours of operation in their Tug "La Fille", operating in British Columbia.

Long engine life means lower costs . . . more profitable operation . . . and the extra displacement and higher torque of Buda Marine Diesels provides the extra power fish and work boat operators want. Ask your Buda Distributor for the facts on Buda Marine Diesels—the profitable power for any boat. **Write for Bulletins and data.** BM 18

The Buda Company, Harvey, Illinois

BUDA

T. B. COOK ENGINE CO. Foot S. W. Gibbs St., Portland 1, Oregon
T. B. COOK ENGINE CO. 484 Bond Street, Astoria, Oregon
KING-KNIGHT CO. 360 Jefferson St., San Francisco 11, Calif.
BUDA ENGINE & EQUIPMENT CO., INC. 3407 Airport Way, Seattle 4, Washington
BUDA ENGINE & EQUIPMENT CO., INC. 2529 Chambers Street, Los Angeles 58, Calif.
MARINE PUMPS, INC. 745 So. Seaside Ave., Terminal Island, Calif.
SIMSON-MAXWELL, LTD. 1931 W. Georgia Street, Vancouver, British Columbia, Canada

Trucks and shovel working on the Babine bedrock in far-below-zero cold ate away the Babine slide to save the salmon it blocked. Note that the shovel's dipper is about level with the river bed above the excavation.

SAVING SALMON WITH A SHOVEL

Conservation By the Cubic Yard

BRITISH COLUMBIA'S Babine River flows through a silent, lonely, primitive wilderness. Its ...rce is a 115-mile long, narrow ...e that years ago echoed with the ...s of fur traders and Indian ...ters. At Fort Babine as long ... as 1821 the Hudson's Bay Co. ...t a crude stockade from which ... bartered for pelts.

...oday the land is almost devoid of ...an life—a region of rugged, roll... hills and jackpine forest, and ...ugh it the river bends in counter...kwise fashion from the lake, lazily ...first and then in a mad rush ...ugh a series of narrow channels ...l finally it joins the Skeena in its ...rch to the sea a few miles south of ...ce Rupert.

...t Kisgegas, near the junction of ... Babine and the Skeena, you can ... the ruins of what was once an ...an settlement. The brass bell ...ch was taken in over the tortuous ...trail by missionaries long ago ... hangs in the crumbling tower of ... natives' church; but the last Indian left Kisgegas a score of years ago when the great depression reached even into that remote spot and the Canadian government brought the tribe out to save it from starvation.

You can stand on an eminence in the Babine country and all you'll see is a green no-man's land, and all you'll hear is the murmur of the river. It is a wonderful country to get lost in.

The Babine has its place in today's commerce just as an age ago it had its place in history. The Babine is the main tributary of the Skeena, which ranks second only to the mighty Fraser as a source of food fish in Western Canada, and it usually accounts for at least 60 percent of the Skeena's total Sockeye run. Even in earliest times the Babine was famous for its salmon, as attested in the flourishing pen strokes of traders' entries in Hudson's Bay Co. records. In a normal year, on the Skeena alone half a million Sockeyes, as well as Springs and Pinks, spawn in the solitary shallows of the Babine and half a million Sockeyes from the Babine are caught by commercial fishermen, yielding an average pack worth some $1,200,000. It was the Sockeye salmon that drew the Indians to Kisgegas, where they gaffed the fish as they ascended the Babine towards the spawning grounds.

The Babine has always been an ideal breeding ground for Sockeyes, ideal for its very remoteness. No need to worry about competition of power dams or pollution; the river could be left to itself and depended on to produce its bounty each year.

Because of this, the stories that

BEFORE AND AFTER ON THE BABINE—Views taken from virtually the same point, showing on the left the Babine slide as it blocked the river to the Sockeye run of 1951; and on the right the condition found by the run of 1953, when it reached the spot 600,000 strong. Excavated to bedrock, the canyon now is readily passed by the salmon. Note in the left picture beginning of a lake more than a mile long created by the damning action of the slide.

reached Chief Supervisor of Fisheries Joe Whitmore's office in Vancouver during the hot summer of 1951 were acutely disturbing. These stories came from Indian and white fishermen, fisheries inspectors and packers' agents, and made it all too clear that something had happened to break the perfect continuity of the Babine Sockeye run.

Every summer the fisheries department has men posted at widely separated points along the river, checking the number of passing fish; and especially at the counting fence established in 1946 near the lake. This counting fence consists of a rack with panels and a series of counting gates where observers are stationed to tally every fish as it passes through.

These observers were puzzled in the midsummer of 1951 by the numbers and condition of the fish they saw. Red, unspawned and badly mutilated salmon were seen along the river far from the usual spawning area. The mid-August count near the lake should have been 200,000 fish; instead, only about 70,000 had reached the counting fence, at the outlet to Babine Lake. Another curious fact that pointed a finger of suspicion at the Babine was that the runs to the Bulkley river, another tributary of the Skeena, were not affected.

There had been indications of a decline in the Skeena run for several years and remedial measures had been taken in the hope of checking it, but this was something new and different. Joe Whitmore and his assistants could only guess at what might have happened. At first it was suggested that the salmon had been subjected to abnormal weather conditions or had contracted some mysterious disease, but these theories were soon discounted. Gradually it became more evident that somewhere along its lonely passage the Babine had been blocked, and it must have happened sometime about the first of August, because until then the graph of daily fence counts had appeared perfectly normal, to be suddenly followed by drastic decline.

Great Slide Blocks Streams

Vic Giraud, fisheries inspector at Terrace, and Ferris Neave, biologist of the Pacific Fisheries Research Board, flew in to make a check. Their plane followed the course of the river to seek evidence that would confirm or disprove the earlier fragmentary reports. They found it all right and the suspicion grew that somewhere along the Babine a slide must have occurred; and it must have been a bi one to cause all that damage to th run. For two days Giraud and Neav flew over the wild country throug which the Babine winds and turn but low-lying clouds made observa tion impossible. Then suddenly th clouds parted and from the plane th fisheries men could see what they ha been looking for, but hoped didn exist—a great fresh gash in the flan of the canyon not many miles fro deserted Kisgegas at a point wher the Babine roars through a narro gorge.

Giraud and Neave returned to the base with mixed feelings akin t those of a physician who discover the cause of a patient's desperate ill ness but realizes that only promp and skillful surgery will save the life What they found was the cause o the run's near-ruin and its location that was all. But it was something. I gave the department something t work on—facts instead of rumors.

It looked like a crisis, sure enough The slide couldn't have happened at worse time so far as the Sockeye ru was concerned, because the fish wer already in the midst of their struggl up the river, and there was real dan ger that the whole fishery might b destroyed. Joe Whitmore and his aide and the fishermen and packers couldn

Me? Ride to work on wire rope?

That's right. In the course of a year this young lady may travel as much as 150 miles with the aid of wire rope that safely and swiftly whisks her elevator aloft and then just as safely returns it to ground level. It's quite likely that she gets to her job with an assist from Wickwire Rope. Here again—as in so many other fields where wire rope is used—men who manage and maintain the nation's tall buildings have learned to place unbounded faith in the safety and reliability they get from Wickwire Rope.

A YELLOW TRIANGLE ON THE REEL IDENTIFIES WICKWIRE ROPE

THE COLORADO FUEL AND IRON CORPORATION—Abilene (Tex.) • Denver
Boston • Odessa (Tex.) • Phoenix • Salt Lake City • Tulsa
PACIFIC COAST DIVISION—Los Angeles • Oakland
Portland • San Francisco • Seattle • Spokane
WICKWIRE SPENCER STEEL DIVISION—Boston • Buffalo • Chattanooga
Chicago • Detroit • Emlenton (Pa.) • New Orleans • New York • Philadelphia

1854

WICKWIRE ROPE
CF&I PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL AND IRON CORPORATION

help looking back over the years and remembering that other slide at Hell's Gate on the Fraser which had cost the industry millions of dollars and all but wiped out one of the world's major fisheries. Was the slide on the Babine to be a repetition of the tragedy at Hell's Gate?

The department of fisheries still didn't have much on-the-spot information. Efforts were made to hire a helicopter to rush men and apparatus to the scene in an attempt to clear a passage for some of the Sockeye. But all the helicopters in British Columbia were under charter on another hurry-up job at Kemano, where Aluminum Co. of Canada was rushing ahead with its half billion-dollar power and smelter development.

THEY DID IT— Charlie Clay, left, divisional engineer for the Department of Fisheries in B. C., and Jim Fenton, superintendent for the General Construction Co., which had the excavation contract.

The only feasible alternative was a packtrain expedition, and one was hastily organized at Hazelton. There were four in the party—Jack Dyson, one of the department's regional engineers; John Stokes, regional biologist, and two inspectors—Keith Elliott of Smithers and Giraud, who had been on the reconnaissance flight.

Some idea of the difficulties faced by this task force is apparent from the fact that it took 10 days to traverse the distance of 65 miles from Hazelton to the slide area. The slide was in a deep canyon, sure enough. The right bank of the river at that point was a sheer cliff 300 feet high, while the left bank was now a tumbled slope of angular rocks extending from the top of the bank into the river bed. Some of the buolders were estimated to weigh 200 tons each. The slide had formed a low dam in the river, backing it up above to form a lake over a mile long. There was about 30 feet of drop in the water surface throughout the length of the slide, and salmon were congregated in large numbers in each eddy below the slide, while many were fighting to ascend the turbulent waters. Yes, it was just like Hell's Gate before the fishways.

The Immediate Problem

Whitmore called a conference in Vancouver of his top advisors and staff members of the Fisheries Research Board. The conclusions reached were briefly these:

1. Because of the inaccessible nature of the slide it would be impossible to do anything at that late date to get the Sockeyes through the blockade. If they had managed to negotiate the slide area, well and good; but they couldn't be assisted—not without a helicopter, and one wasn't available.

2. Because of the nature of the slide, it was quite possible that other slides along the river's course might occur without warning and it was therefore necessary to rush construction of an access road into the area so that eventually heavy equipment could be moved in to meet the emergency. No matter what happened, an access road would be needed. There was no existing road within 50 miles of the slide.

3. It was considered that an engineering survey of the canyon and slide area should be started without delay to work out a permanent solution of the problem.

In other words, it was going to be primarily a job for Charlie.

Charlie is Charles H. Clay, the young chief engineer of the Department of Fisheries in British Columbia. He was well fitted for the job suddenly thrown his way. A graduate of the University of British Columbia ('44), he had been for five years with the International Pacific Salmon Fisheries Commission and had been, first, a junior engineer at Hell's Gate and resident engineer at the finish of that project. He had also been resident engineer for the Commission at the Farwell Canyon fishway job, and he had initiated establishment of the salmon hatchery at Horsefly.

On-the-Spot Effectiveness

In an organizational sense, the Babine trouble came at an opportune time, regardless of the unfortunate coincidence that it happened when the run was on. Had it occurred a few years before, the fisheries department would have been far less prepared. In 1948, however, important changes had been made at Ottawa in the overall setup of the fisheries department, especially with reference to British Columbia, where there had long been criticism that the regional officials were too often hamstrung by eastern officialdom having only a vague knowledge of coast conditions. Largely because of the protests of fishermen and operators, and later as a result of recommendations by Mr. Whitmore, the importance of regional autonomy in the administration of the province's fisheries (equal in value to those of all the other provinces combined) was recognized.

As a part of the organization of a conservation branch at Ottawa, two new groups were created for British Columbia — an engineering division and a biological division. That was when Charlie Clay was called in to head up the engineering, and Bob Hourston became head of the biological division, assisted by Bob McLaren. Previously, while resident engineers functioned on the coast, Ottawa called the signals for them. But British Columbia was in the driver's seat now on regional problems. Clay, for instance, was given a staff of five engineers, three in Vancouver, one in Prince Rupert and another in Nanaimo. For the first time in history, the fisheries department in British Columbia had an engineering personnel of its own ready to tackle a major job. And the Babine slide was that kind of a job.

To plan the strategy of Operation Babine, Whitmore called a series of conferences in which experts took part. Dr. R. E. Foerster of the Fisheries Research Board, an outstanding authority on salmon, was one of those consulted. So was Milo Bell, longtime chief engineer of the Sockeye Commission and now a consultant as well as engineering advisor of the Washington state fisheries department. Also taking part in the discussions were Prof. E. S. Pretious, hydraulics expert of the University of British Columbia, who had supervised construction of the scale model of the Fraser River; Dr. W. H. White, geologist of the University of British Columbia; Rod Hourston and others.

Building of the access road was, of course, the first objective, and Ottawa promptly appropriated $90,000 for the project. It was to cost a total of $250,000 before it was finished. Work

the road, with bulldozers, tractor ovel and dump trucks, started Sep- mber 2 and by Christmas, 1951, out 30 miles of the distance to the ide had been covered, thanks to the cky absence of heavy snow.

Miles of Roadbuilding Winter Required

If progress had continued at that te, the road would be through to e slide by the early spring of 1952, ell before the ice breakups. That was nice, comforting thought, but it dn't work out that way. The Babine untry lies between the coastal snow lt and the colder interior. It's hard predict with any accuracy what e winter weather will be. There ere days when the thermometer nk to 20 degrees below zero, and ere were long rainy spells. In one riod of 17 days, rain fell on 16. And another time the snow lay three et deep. By the time Spring break- had come, the road had reached e junction of the Skeena and the abine and progress was slowed when el oil and supplies had to be hauled the head of the road by slow-mov- g bulldozer.

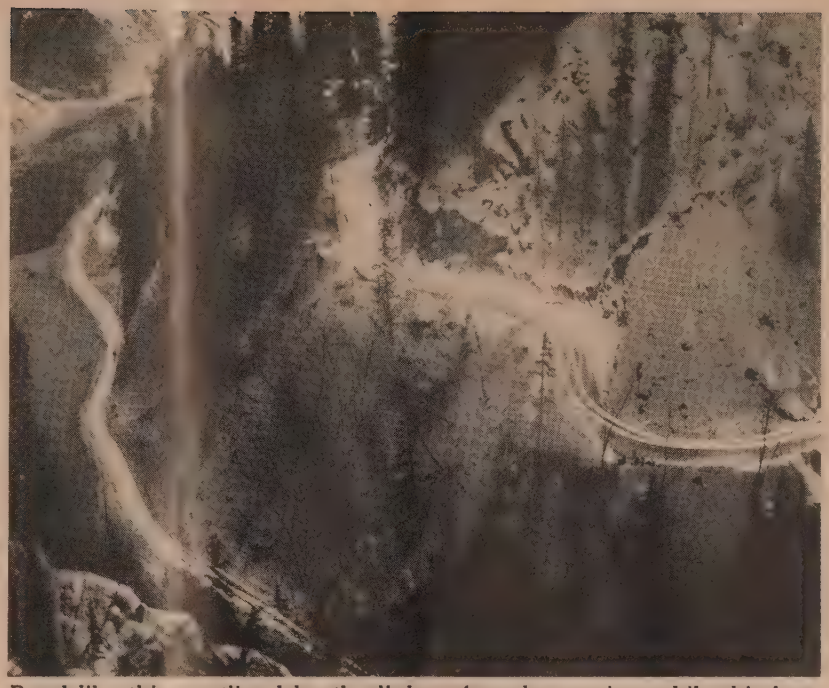
Of course an ordinary road con- ruction job would never have been ndertaken at that time of the year; t this was no ordinary job. During e final month of construction, six lldozers and four dump trucks were work. Fifteen timber bridges of ajor size had to be built across trib- aries of the Skeena and the Babine, gether with about 40 minor bridges d culverts. Many sections had to be rduroyed through marshes, and avy timber requiring falling and cking was encountered in some rts of the route. But in ten months e project was complete, and the partment had a serviceable access ad from Hazelton to the slide. The st phase of Charlie Clay's job was ne.

he Cause; and Its Effect

The department's advisors visited e scene of the ruin and quickly greed on one thing—that the ob- ruction on the Babine presented the ost challenging problem of its kind t encountered on the Pacific coast.

Just what caused the Babine slide? ntil now, there has generally been n air of mystery about it. There ere several theories, one of them eing that a local earthquake might ave dislodged the boulders or that radual seepage had caused erosion a critical point in the rock mass. ut the cause has now been scientifi- lly determined, and the man who lved the mystery is the geologist, r. White.

Try to visualize a mass of rock anking a river. The mass has been rtually split diagonally, the split eing filled with a slippery geological bstance. The only thing that pre-



Road like this—outlined by the lights of trucks passing while this long time exposure was made—had to be built through 65 miles of frozen Canadian wilderness to reach the Babine slide.

vents the top part of the mass from sliding off and into the river is the fact that the lower section of the cap is supported by another solid mass forming the river bed. As the river bed's elevation is gradually lowered by erosion the support is withdrawn and the cap slides into the river. That is what happened on the Babine.

The intrusion of the oily, slippery rock between two comparatively solid rock masses was the unique feature of the Babine's geology at that point. It may not mean much to a fisherman, but for the sake of technical accuracy be it recorded that it was a mica lamphyrophyre dyke that caused the trouble.

Fortunately it isn't likely to happen again. The sedimentary strata standing almost on edge and trending across the river valley, even though jointed and badly faulted, forms a structure which should be relatively stable, according to Dr. White. For at least half a mile upstream and even where the valley sides are nearly vertical similar strata show no evidence of old slides.

It so happens that at the scene of the big slide there is a unique combination of geological circumstances which isn't repeated elsewhere in the valley, and the possibility of future slides is virtually nil.

Emergency Work of 1952

All that, of course, was nice to know, but the removal of all that tumbled rock remained to be done. There was a lot of rock — 140,000 cubic yards of it, as it finally turned out, and it is to the credit of the engineers that the original calculation, made before the excavating started, was only 3000 cubic yards out.

Before the major excavation was undertaken, preliminary measures were taken to facilitate the 1952 run of Sockeyes because it was realized that the whole project couldn't possibly be carried out before the run was on. Because the slide was composed of extremely large angular boulders, with some of the largest of them at the toe of the slide and also in the river itself, it was felt that the critical points in the canyon reach could be considerably improved by careful blasting of some of these larger bodies. Blasting of some of the boulders near the upstream end of the slide containing a drop of 15 feet in water surface, if carefully done, and followed by engineering surveys after each blast, would distribute the drop more evenly over a longer reach and thus facilitate the passage of fish. Some of the work had to be carried out concurrently with the run, and it was a delicate procedure.

At the same time, suggestions for passing the fish mechanically through the blocked area were considered. With experience at Hell's Gate as a guide, all methods but the brail and flume were discarded. Tanks, flume, pumps, winch, derrick, brails and incidental equipment were moved in, to be used only in an emergency. That emergency actually never arose.

In that summer of 1952 the run of Sockeyes to the Babine was late, and the fish that did get through had a tough time; but the engineering crew did all it could to cooperate. The skill of a perfectionist was need-

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

l in blasting here-and-there along
ıe slide area to permit the fish to
ass, but it was necessary to reduce
ıe period of delay in the Sockeyes'
assage to the absolute minimum.
his because it has been thoroughly
emonstrated that delays are destruc-
ve of the Sockeyes' ability to spawn
fectively; and that delays involving
considerable period are as serious
menace to the future of the run as
ı actual blockade. Blasting along
ıe margin of the river was intensi-
ed each time the spot counts of
ockeye at the fence, as reported by
ob Hourston's staggging crew,
opped significantly. Battering a
ıth by dynamite while milling fish
aited their turns to pass through
as something new in the field of fish-
ies and excavation.

Success of this and other methods
clearing the river temporarily was
rikingly illustrated by the fact that
e total escapement of Sockeye to
e Babine in 1952 was 376,000, al-
ost as large as the total escapement
1946, a year in which no known
struction existed, and *in sharp con-*
ast with 1951, the year of the slide,
hen only 152,000 Sockeyes got past
e obstruction—27.4 percent of them
maged, 7.2 percent "jacks" and 20,-
0 known dead before spawning, and
e productive efficiency of the spawn
posited by the remainder seriously
doubt.

But the success of 1952 wasn't al-
wed to go to anyone's head. It was
alized that what had been accom-
ished, by pin-point blasting and im-
ovisation, was a temporary expedi-
t and that even a small delay in
tting on with the permanent phase
the program—removal of the slide's
bris—could place the 1953 run in
opardy just as the 1951 and 1952
ns were.

Milo Bell, Dr. White and Prof. Pre-
ous, using as a basis the topographi-
l report prepared by two university
udents working night and day dur-
g their vacation period, outlined a
ntract for permanent removal of
e slide. An aerial survey was made
fill in gaps not covered by ground
rveys. Down in his Vancouver office,
ay and his entire staff of engineers
orked long hours in preparation of
tailed plans and specifications. While
is was being done the access road
om Hazelton to the side was being
proved for the passage of heavy
uipment that would eventually be
eded, and a camp for 40 men was
tablished for the excavating crew.

Wet, Cold Winter Work

Contract for the excavation was
varded by the department to Gen-
al Construction Co. of Vancouver
d a crew headed by the company's
m Fenton went to work in Decem-
r, 1952. Equipment was on the job
nuary 1, 1953, and removal of the
3,000 cubic yards of rock was com-
eted April 10, about three weeks

Block-holing boulders with jackhamer and dynamite to blow away blocks which barred the salmon run of 1952 from the Babine spawning grounds. Rugged men and rugged courage and pin-point blasting got much of the run through.

ahead of schedule, at a cost of about $550,000. The contractor's crew worked two ten-hour shifts daily, seven days a week, with no layoff at Christmas.

Getting all this mass of rock out of the river bed during the tricky Babine Winter was scarcely simpler than the building of the access road. But the company concentrated as much equipment as necessary and applied full pressure to get the job done in a minimum of time. Seven Euclid trucks were brought down from the Kemano project to carry the rock and gravel loaded out by a Lima 2½ yard shovel. Two D8 Caterpillar tractors, two D4's and a truck crane used primarily for re-assembly of the shovel which had to be carried in over the access road in sections, took part in the program and a fleet of jeeps and miscellaneous vehicles rounded out the mobile equipment.

With the conclusion of the contract and the rock debris out of the way, engineers, scientists and administrators who had made the Babine their main concern for so many months could afford to relax, and speculate on what might have happened had the slide been just a little different. At first, when all the experts were perhaps unconsciously preoccupied with the similarity between the Babine and the Fraser blockade at Hell's Gate it was felt that perhaps a fishway would have to be built to insure against repetition of the Babine disaster.

But there was the reassuring report of Dr. White that the slide wouldn't recur; and when Bell, Pretious, White and Clay examined the bedrock and river bottom when two-thirds of the excavation had been completed they found that the original bottom had been re-established and that the bedrock offered a stabilized structure. In other words, the original bottom of the canyon, up which the Sockeye had gone for generations, had been reached. With a condition known to be accessible to the Sockeyes established again, the fishway idea was abandoned entirely.

Operation Babine is finished, an incident in history, but it's not likely to be soon forgotten because it marks a significant development in fisheries conservation—a striking demonstration of how much can be achieved in so little time and with so little loss when the right machinery is available and when there is intelligence, imagination and initiative to make its use effective.

The payoff, of course, is not alone in accepting the engineering challenge and in winning the fight. The real triumph lies in the fact that this year the fish went through, *perhaps more readily than before the slide.*

As this is written, the latest figure available for the count at the Babine Lake weir is *680,000 Sockeye*—already greater than the total count of any year since the fence was installed. The run was continuing, and those who know the Babine best were betting that it would reach 750,000 fish before it ended.

Blocked in '51, the Babine is open again; with the escapement of only one year of the cycle impaired.

Thanks to energy, engineering, organization, faith and courage.

Skipper, Mike Cavanee says of his new

P&H MARINE DIESEL 2-cycle...

P&H Marine Diesel Model 387CM, 66 h.p. at 1400 r.p.m.

"I think it's one of the best engines there is!"

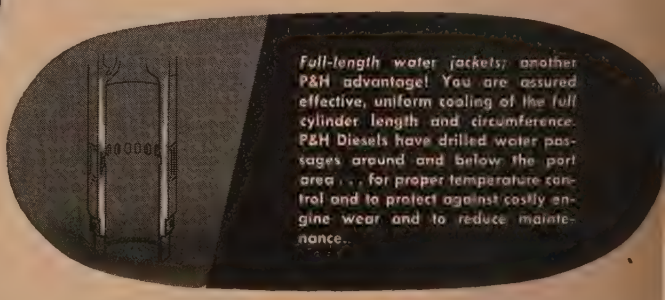
This man's talking from experience! Mike Cavanee of San Diego, California, is a veteran fisherman. He knows boats *and* diesels. So, you can be sure the P&H Model 387 CM Marine Diesel powering his 38 foot albacore boat is a real performer when he says:

> "I think it's one of the best engines there is. Since repowering with this P&H Marine Diesel, we have made two trips down the coast of Mexico, each time getting 5 tons, worth $1750. The first trip of 24 days we used 498 gallons in a total running time of around 300 hours.
>
> "For full power, or for slow trolling speed, we found the P&H Marine Diesel thoroughly dependable and completely satisfactory."

A fine report, Skipper Cavanee. Thank you. It's typical of what fishermen everywhere are saying about the performance and economy of P&H Marine Diesels. The reason is that *these* are more modern engines — America's newest designed diesels. They incorporate dozens of engineering advancements not found in any other diesels.

P&H Marine Diesels are two-cycle . . . *every* down stroke of the piston is a power stroke. They are simpler diesels, easier to understand and take care of. You can replace a complete cylinder head assembly in only 40 minutes — without dropping the pan! And, P&H Diesels give you more power for their size and weight. That means larger payloads.

Get all the facts on P&H Marine Diesels. Models from 20 to 138 h.p., 2, 3, 4 and 6 cylinders. See your P&H representative or write us.


Full-length water jackets; another P&H advantage! You are assured effective, uniform cooling of the full cylinder length and circumference. P&H Diesels have drilled water passages around and below the port area . . . for proper temperature control and to protect against costly engine wear and to reduce maintenance.

P&H DIESEL ENGINE DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

ENGINE SALES & SERVICE
Los Angeles, Calif.

MARINE & INDUSTRIAL POWER, INC.
San Diego, Calif.

PARKER DIESEL ENGINEERING CO.
Oakland, Calif.

PACIFIC Fisherman's NEWS

NOVEMBER 1953

MINOR GEAR CHANGES ONLY IN CENT. ALASKA PROPOSALS

Regulatory changes proposed for Central Alaska fishing in 1954 are generally of minor character, according to the revelation made by Fish and Wildlife Service officers at the first series of Alaska meetings.

A general regulation applicable to all Alaska proposes to limit fishing for Dungeness crabs to pots or rings; and for King or Tanner crabs to pots or trawls, with minimum mesh of 10" in the bags of crab trawls after 1954.

Purse seine leads in all areas also would be limited to 75 fathoms.

On Kodiak Island, where a two-week mid-season closure has been in force for four years, it is proposed to reduce this to one week in recognition of the generally satisfactory progress made in rebuilding the Pink run.

A counter proposal for a long open season with only three days of fishing per week got little favorable response from either fishermen or operators.

Continuous open season from May 1 to Sept. 18, with 3½ days fishing per week to Aug. 10 was proposed for the Copper and Bering Rivers. Amount of weekly closure would be adjusted on the basis of the amount of gear used and the strength of the escapement.

Not offered as "proposals," but as "subjects for discussion," were a number of interesting topics which might be considered as indicating the trend of Service thinking. Among them:

Suggestion that "mothership" regulation be modified to permit several boats to tie or tow together when not fishing; but to prohibit legal lengths of gear being set close together;

Use of beach seines on upper Cook Inlet;

Prohibition of the use of more than one anchor in any seining operation, thus overcoming the use of seine web as a "Kodiak trap";

Prohibition in any district of types of gear not now in use there. This evidently was designed in part to prevent the development of trolling on Prince William Sound, as to reserve the Copper River fishery to gillnets.

S. F. ALBACORE TRADE RUNS ABOVE 1952

The San Francisco district was reported to be enjoying an excellent Albacore season early in October.

Reports indicated that about 2,000,000-lbs. had been landed to that date, and it was said that the season was much better than last year. Fishermen and buyers were hopeful that the good fishing would continue through the month at least.

As *Pacific Fisherman* went to press the price was reported to be $400 per ton to fishermen, and it had gone as high as $425.

Antonio DiBernardo, left, skipper of the winning Fishermen's Fiesta boat *Santa Maria*, receives the Boat Parade Perpetual Trophy from Nick Trani, right. The boat received first prize of $1250 as the most colorful in the parade.

NEW TROLLER FOR BERGER

The troller *Bold Venture*, 38' Edwin Monk design, built by Howard Gertsula for R. E. Berger of Vancouver, was launched at the Ilwaco Boat Works recently. When outfitting of the new boat was completed, Mr. and Mrs. Berger planned to sail for Alaskan waters, but also will fish off the Washington coast. They will make Ilwaco their home port.

GILLNETTERS CLEAR SNAGS

Members of the Grays Harbor Gillnetters Union used their new snag scow for the first time September 22 in a snag-removing project. The fishermen met at the Point Adams Packing Company dock and were directed in the work by Elmer Laine, snag captain. A diver from Astoria and two former navy divers now Hoquiam businessmen, helped.

WILLAPA FISHERMAN DIES

Herschel Devon Bonnell, 47, who had lived in the Willapa Harbor area since 1907 and was a commercial fisherman, died at his home in South Bend Sept. 19 after an illness of several weeks. He was born in Indiana. Surviving are his wife, Rose Marie; sons 17 and 16 years old, and a daughter, 12. Funeral services were in Raymond Sept. 22.

only nets made of **NYLOCK** *give you all these advantages*

- **Catch More Fish**
- **Less Knot Slippage**
- **No Preservatives, No Drying**
- **Less Care**
- **Longer Wear**
- **Easier to Handle (absorb less water)**
- **No Fraying or Fuzzing**

Fishermen say, *"Nylock Nets are sharper, crease my catch and cut down my handling cost—I can't afford NOT to use them".* hy not convince *yourself!* Write or phone one of the following manufacturers who ake nets of Patented Nylock Nylon Twine:

R. J. EDERER,
540 Orleans St., Chicago, Ill.
EDERER, INC.,
Unity and Elizabeth Sts., Philadelphia, Pa.
PAULS FISH NET CO.,
357 W. Ohio St., Chicago, Ill.
ADAMS NET & TWINE CO.,
701 N. 2nd St., St. Louis, Mo.
THE FISH NET & TWINE CO.,
310 Bergen Ave., Jersey City, N. J.
A. M. STARR NET CO.,
East Hampton, Connecticut

NYLOCK®

MADE FROM NYLOCK TWINE

. S. Patented (No. 2590586) NYLOCK NYLON TWINE produced by **THE HEMINWAY & BARTLETT MFG. CO.,** 30
venue, New York 36, N. Y., Pacific Coast Representative: J. W. Ashley, 1940 26th Ave. North, Seattle 2, Wash.

Pacific Fisherman's NEWS
ovember, 1953 Volume 51, Number 12

)Witt Gilbert.....Editor
)len McCauley.....Associate Editor
harles L. Shaw.....Canadian Editor
uart F. Leete.....No. Calif. Editor
W. Ponsford.....So. Calif. Editor
chard N. Crosby.....Advertising Mgr.

A MILLER FREEMAN PUBLICATION

iller Freeman.....President
rwrence K. Smith.....Vice President
illiam B. Freeman.....Vice President
iller Freeman, Jr.....Secy.-Treasurer

Publication Office
15 Witmer St., Los Angeles 17, Calif.
DUnkirk 9-1112

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 1626

DISTRICT OFFICES
) Lexington Ave.....New York 17, N. Y.
MUrray Hill 3-9294
31 Howard St. (Rm. 308).....Chicago 26, Ill.
ROgers Park 4-3420
Royal Bank Bldg.....Vancouver, B. C.
MArine 7287
SW Third Ave.....Portland 4, Oregon
BEacon 6348
Second St.....San Francisco 5, Calif.
GArfield 1-5887
No. Avalon Blvd.....Wilmington, Calif.
TErminal 4-4538

CORRESPONDENTS
eau.....Erv Jensen
tchikan.....Gene Brice
Strait.....Mrs. Vi Haynes
ka.....Myrth B. Sarvela
tersburg.....Miriam G. McKechnie
llingham.....Mrs. Pauline Constanti
ss Landing.....Mrs. Lillian B. Woodward
ays Harbor.....Ade Fredericksen
toria.....Mrs. Elsa Auvil
poe Bay.....Mrs. Irma Wood
os Bay.....Bob Campbell
reka.....F. F. Flaherty

HANGE OF ADDRESS: Please send notice of
nge of address as early as possible, and
lude both old and new addresses, plus zone
mber at new address.
VERTISING: Complete plates only should
sent to the Publishing Office at Los An-
es . . . Advertising copy and cuts, instruc-
ns, all insertion orders should be sent to the
ttle office.

INA CLIPPERS CONFORM) SEA SAFETY RULES

San Diego shipyards reported in
e September that virtually all of
e local tuna clipper fleet has com-
ed with the revised international
gulations approved by delegates to
e International Safety at Sea Con-
ence held recently in London.

The new regulations require that
vessels be equipped with stern
hts with a range of visibility of
t less than two miles. Up to the
esent time none of the clipper fleet
rried such lights.

"Some of the tuna vessels carried
hts on their stern bait boxes but
ese were not of sufficient height and
ensity to comply with the interna-
nal regulations aimed to increase
fety at sea," said George Campbell
the Campbell Machine Co.

This has been corrected on all tuna
ssels undergoing repairs, etc. at the
rious San Diego yards.

Understanding and Cooperation Is Needed in Fishing Industry

By
MRS. JACK STORFOLD
Buchan & Heinen Packing Co.

The herring industry in Southeast Alaska seems to come in for much criticism from time to time, and I think most of it unjustly. In the interest of fuller understanding of the herring business, and particularly the 1953 season, I am reviewing the situation as it developed in Southeast Alaska.

In June this year after months of dispute with unions the herring packers gave in to all demands in order to operate what seems to be the last fling at herring fishing. A total of two plants out of a possible 16 found their way clear to make a try at operating this year, Buchan & Heinen Packing Co., Port Armstrong, Alaska and Storfold & Grondahl Packing Co., Washington Bay, Alaska. These two plants employed five boats each, a total of ten boats for the whole area. Each boat employed eight men and a skipper, making 45 fishermen and the shore crew consisted of 22 employees each plant. Therefore 134 individuals were supplied work. Ordinarily 928 people would have been put to work had all the plants been able to operate in all three districts. This in itself is a blow to all those individuals who depend entirely upon the earnings they make up north to carry them through the year, as well as to the operators. Each plant ordinarily employs only four boats instead of five.

The herring people and the Fish and Wildlife Service have been unable to predict from year to year where and how much herring there is going to be. In 1952 the majority of the herring was found in and around Noyes Island and on down to Cape Muzon, whereas in this 1953 season the herring was found from Sitka Sound to Shelikof Bay. Contrary to rumors spread this past season the herring was caught outside these areas. True, some were inside, but the main volume was caught six or seven miles outside, where no trollers were fishing at all.

When the herring boats went into Sitka area the trollers were not catching any amount of salmon, and it was not until June 28 that any herring was delivered to the plants. For the first time in many years the herring boats did not get enough salmon in their hauls to salt or can. Most of the "oldtime" trollers know and realize that there is no amount of salmon ever caught with herring. Herring boats and plants welcome trollers to come aboard or look through the plant to see for themselves what amount of salmon is caught. At Port Armstrong there has been a Fish and Wildlife man during each season checking sizes and areas where herring is caught and the amount of salmon in each load. This year a more definite attempt was made to keep a tabulation of salmon caught and they are prepared to back this up.

One point which never seems to be brought out is the important part the herring plays in our everyday living. We have heard the herring plants many times referred to as "fertilizer plants." The fish is reduced to meal and oil. Many would be surprised to know that no meal goes into fertilizer. The most important thing the meal goes into is feed for poultry and livestock. What day goes by that someone does not use eggs, chicken and pork for existence. You could go on down the line and pick out many things in everyday living that are benefitted. The oil when purified is completely white and odorless and goes into soaps, shortening, ink, oil for watches and meters, paint and many other items. During World War II almost all went into ammunition for our boys fighting for world peace.

Right now that is what the herring people are doing, fighting to exist. Past records show salmon trolling on the increase year after year while the chart for herring shows a steady decrease. Each year there are more and more trollers and it only stands to reason that the more trollers the less fish per boat. Many trollers are from states all over the country and have never been fishing before. They have not stopped to analyze the situation as a whole. Even after the herring seiners left the Sitka area the trollers did not catch any salmon to speak of, and yet the blame is placed on the herring boats. Year after year the herring move from one area to another and year after year the trollers wire to close whatever area has herring until the only areas open are where there are no herring. Soon it will be a case of the herring men wiring Washington to close all areas to trolling because they are catching all the salmon and the salmon are the ones to chase the herring to the surface so they can make a set and keep the fish up. It all adds up to be just as senseless as the trollers accusation against the herring industry.

The fishing industry as a whole is on the down hill grade. Market conditions are bad all around and they all need to work together, not fight each other. We are all working for the same goal, "To live, make money and be happy." As one we are weak but together we are strong.

FAITH

More Fishermen put their Faith in Porterdale Superior Seine Twine than in any other brand.

Out of experience grows FAITH. Generation after generation of Fishermen have learned from experience that both catch and equipment are safer with Porterdale Superior Seine Twine. Made by men who best know Fishermen's needs.

Insist upon Porterdale Superior Seine Twines and fishing quality Ropes for highest quality—lasting satisfaction.

BIBB MANUFACTURING COMPANY, Macon, Georgia

Keeping FAITH with Fishermen . . . *Since 1880*

PACIFIC COAST DISTRIBUTORS

SEATTLE, WASHINGTON
Seattle Marine & Fishing Supply Co.
Pier 59
Sunde & d'Evers Co.
No. 1 Colman Dock

ASTORIA, OREGON
Englund Marine Supply Co.
Foot of 15th Street

CALIFORNIA
Weeks-Howe-Emerson Co.
255 Mission Street
San Francisco
C. J. Hendry Co.
27 Main Street
San Francisco
C. J. Hendry Co.
San Pedro • San Diego

VANCOUVER, B. C.
Gundry (Pacific) Ltd.
364 Alexander Street
C. P. Leckie & Co.
1748 West Fourth Avenue

FIVE FEATURES OF THE FIESTA BOAT PARADE

pper—
nta Theresa, Capt. John
ma, on the left.
ancy Rose, right, Van
amp entry, first in spon-
red group.

enter:
nta Maria, Capt. Antonio
Bernardo, the first prize
inner.

wer—
oral Sea, Capt. Tony Bar-
tt, was host boat of the
sta.
ermont, right, Capt. John
ich, American Can Co.
onsored, took second.

SAN PEDRO SEINE SETS

CAROLYN DEE, San Pedro Alba-
re boat, and now fishing lobster, has
new lobster tender, a 23-foot ply-
ood job, using two 25-hp. Johnson
tboard motors. The skiff carries a
5-gallon main fuel tank. The boats
e used by Herb and Dave Gale and
hing for lobster will concentrate
ound San Nicholas and Santa Rosa
lands . . . *John Tripp*, vice president
Star-Kist Foods, Inc. is vacationing
Hawaii with his wife and daughter, Joan Patricia . . . *Charles Edward Chapman*, assemblyman from the 46th District, is the only California legislator from Los Angeles County on the California Advisory Committee. This committee's first order of business will be to form some kind of plan for developing small boat harbors, piers and docks. San Pedro is in great need of additional boat moorings . . . *Josephine Mavar*, employed in the Star-Kist Foods, Inc. office at Terminal Island recently announced her engagement to Nick Anthony Mandich.

GEORGE KORLA, San Pedro, who suffered a heart attack aboard the clipper *Olympic* and was flown to San Diego, died in the hospital there . . . At the recent Fishermen's Fiesta in San Pedro, the Yugoslav Women's Club sponsored the fish-dinner booth. Mmes. Anton Fiamengo, Robert Raich and Louis Meyers were co-chairmen . . . Sam Couch, manager of General Petroleum's Marine Sales, was host at the surprise luncheon for three employees of the marine division: W. L.

o solve painting problems, ask
our dealer or write for Hart &
urns' new booklet, "Yachting,
ak-ing and You."

NAVICOTE
MARINE FINISHES
Last Longer!

NAVICOTE COPPER (S.M.) HULL, TOPSIDE, DECK
CABIN AND INTERIOR ENAMELS ENGINE ENAMEL
SHIPBOTTOM ANTICORROSIVE BOOT-TOPPING PAINT
MARINE SPAR VARNISH MARINE PRIMER

HART and BURNS Inc. Riverside, California — Dallas, Texas
Manufacturers of DURAHART Protective Coatings

GALVICON
REVOLUTIONARY COLD GALVANIZING PROCESS

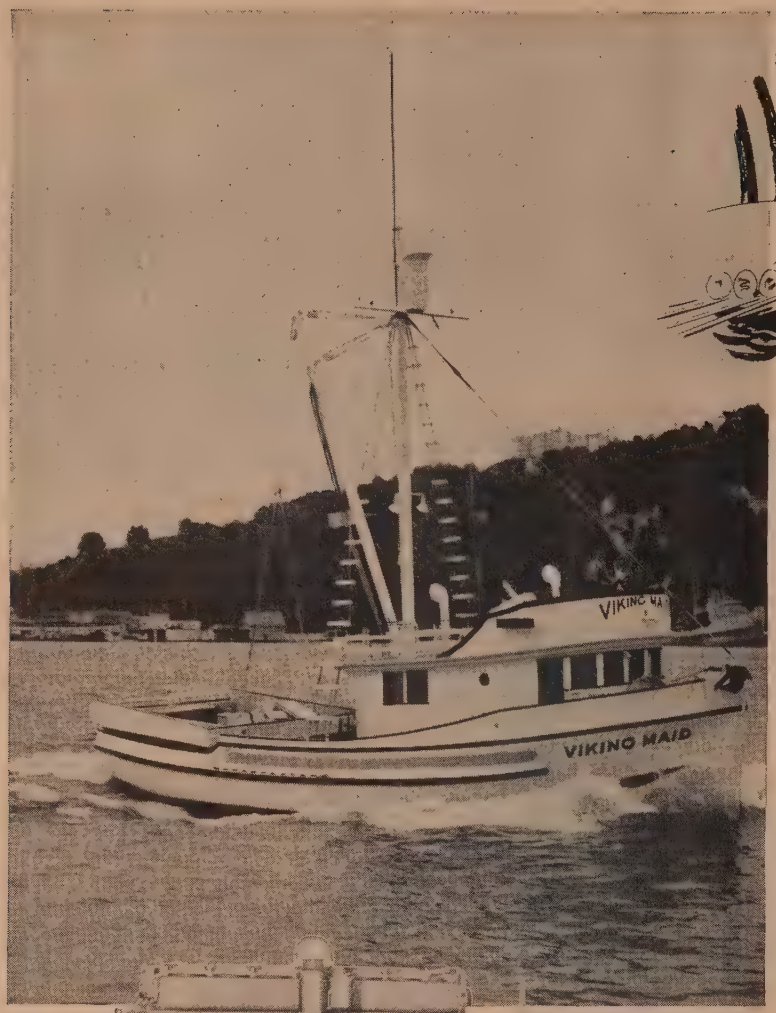
Applied to any iron or steel surface—new or old—GALVICON insures protection against all corrosive action. Easily applied, brush, spray, or cold dip—1-gal. covers approximately 625 sq. ft. Ready to use in 48 hours.

GALVICON bonds perfectly to metal by electro-chemical process. It is a cold galvanizing compound which provides surface protection for metals. Successfully used by boat owners and builders.

Northern California Distributor

CINCOTTA BROS.

169 Jefferson St., San Francisco, Calif.
203 Alvarado St., Monterey, Calif.



"...notable fuel economy, quick, easy starting, safe, dependable operation' with

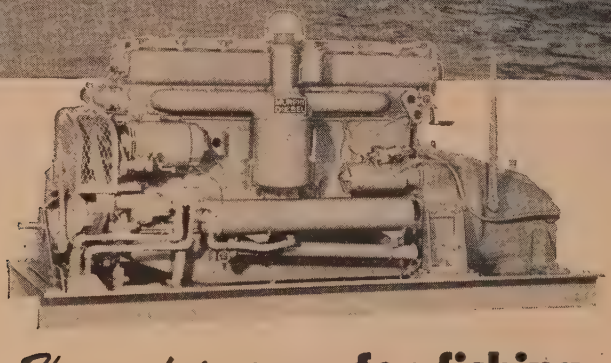
MURPHY DIESEL

says

Don Hansen

Boat Builder and Owner,

"VIKING MAID"



LET'S let Don Hansen tell in his own words why he selected a Murphy Diesel for the "Viking Maid"— *"The experience of top-notch fishermen using Murphy diesels was a major factor in our decision . . . The boats which we build in our yard are built for high-line operation and the fact that many of them were Murphy-powered led us to the conclusion that we should have this engine in our boat. We found that during the first season of operation we got good results from this engine with notable fuel economy, quick, easy starting and safe, dependable operation."*

Heavy duty power for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 225 H.P.; marine type generator sets from 60 to 140 K. W.

MURPHY DIESEL COMPANY

5301 W. Burnham St. Milwaukee 14, Wisconsin

258

MURPHY DIESEL

SEE YOUR MURPHY DIESEL DEALER, TODAY—

San Diego 1, California
DIESEL TECHNICAL SERVICE, INC.
205 West Market Street

San Francisco 9, California
OSWALD MACHINE WORKS
2936 Hyde Street

Seattle 7, Washington
ALASKA-PACIFIC SUPPLY CO.
2312 Market Street

Vancouver, B. C. Canada
NORTHERN ENGINE & EQUIPMENT COMPANY (B. C.) LTD.
155 Water Street
Vancouver, British Columbia

Harris, P. F. Pringle and H. L. Shelton, who makes his headquarters at the General Fishermen's Service marine station on Terminal Island . . . The three honored guests have each completed 30 years of service with the company . . . Olaf Hoaeim of the purse seiner *Western Traveler* was picked-up by Coast Guard plane, suffering from chronic arthritis, while the boat was fishing near Turtle Bay.

MARY LOU DEVLAHOVICH, daughter of Mr. and Mrs. Andrew Devlahovich, became the bride of Pete J. Lipanovich, a member of San Pedro's fishing industry, in early October . . . *Mary McTavish,* a Kettenburg 38, has been equipped with a 6-cylinder P & H diesel engine for main propulsion . . . Matt Fiamengo, skipper of the *Discovery* recently turned into the Fish and Game office a tag from a Yellowfin he took in a recent set and has received a formal citation for his cooperation in the tuna tagging program. The fish had traveled nearly 200 miles in 16 days.

GENERAL PATTON, owned by Dick Vuoso and Arthur Hubbard, burned and sank, early in September, 30 miles south of the western tip of Catalina. Both men were topside when flames suddenly started billowing up from below decks. Unable to stop the fire, the men took off in a skiff and later were picked up by the *Herby Two.* The Coast Guard was contacted and later took aboard Hubbard and Vuoso . . . Jeannette Evanisevich, secretary for Marine Hardware Company's Berth 73 branch, recently suffered the loss of her father. He had a heart attack while fishing salmon in Puget Sound and died shortly after the attack.

Famous 'St. Patrick' Founders; 2 Saved

The Humboldt Bay fishing fleet suffered a major loss early in September when the big dragboat *St. Patrick,* one of the most familiar craft on the northern California coast, was lost off Shelter Cove. Martin Messenbrink, San Pedro, skipper, and "Swede" Fisher, Eureka, escaped in the disaster after taking to the sea in a small boat and being picked up by the *Geneva A.,* out of San Francisco.

The vessel struck a floating object, according to the two crewmen, and began taking on water rapidly. Within 30 minutes she had slid to the bottom in about 200 fathoms. The loss was estimated at $65,000.

The *St. Patrick* was owned by Chester Hicks, who had recently purchased her from Wayne Martin. She was brought to Eureka during the war years by Earl McCarty, and fished largely for the Theo Weissich Fish Company. The vessel was noted for her heavy catches and consistent operations under all conditions.

TUNA CLIPPER SOUTH PACIFIC VICTIM OF FIRE

Fire has destroyed the tuna clipper *South Pacific.* The crew is safe, having been picked up from the boat's skiff by the *Lucy Elena* and later flown to San Diego by Coast Guard plane.

The fire occurred 10 miles off of San Pablo Point in the early morning hours. The *Lucy Elena* attempted to tow the *South Pacific* to the beach, but Capt. John Balestrieri ordered the burning ship cut loose when it became evident he could not save it.

Henry M. Dobbs, the lost clipper's engineer, said he awoke shortly after midnight to discover a fire raging in the engine room. Dobbs and another crew member threw carbon dioxide fire extinguishers on the blaze and returned to a safer place.

The *South Pacific,* built in 1947, was skippered on this trip by Arnold Regal. She is the fifth San Diego boat to be lost so far this year.

The boat's fish captain was Vito Zottolo, and his young son, Marco, was on the clipper when it left San Diego but he had returned to port before the fire. The boat's mascot, a cocker spaniel by the name of Snooper, went down with the clipper.

FEWER HAUL-OUTS
with TRIPLE PRODUCTS

TRIPLE "C"
CAPE COD COPPER COMPOUND
— the world's finest anti-fouling protective coating . . . A complete guard against *all* marine growth.

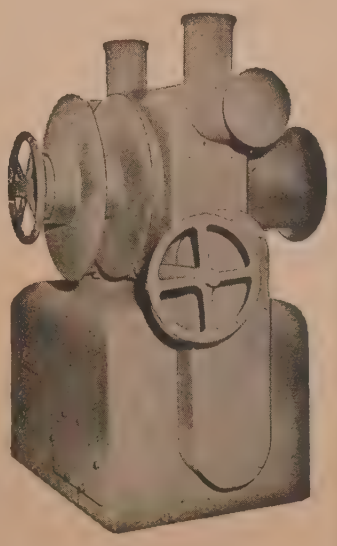
HI-TEX
A high gloss and color fast marine enamel — formulated for protection against *all* marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.

Available at All Leading Dealers

50 YEARS OF PROVEN QUALITY
AMERICAN MARINE PAINT CO.

NORTHERN CARGO HOIST

Sturdy
Light
Weight
Compact
LOW IN PRICE
A.C. or D.C.
10 hp.



The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.

220-440 Volt A.C. or 115 230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings —100% Galvanized Welded and Cast Steel Construction— Chain, Worm gear and Bearings bath oiled — Bronze Bushings pressure greased— Portable Operating Station on 20 ft. cord standard equipment.

TACOMA BOATBUILDING CO., INC.
DESIGNERS • BUILDERS
Wood and Steel Construction
Manufacturers and Designers of the "NORTHERN LINE" Auxiliary and Deck Equipment
132 Sitcum Waterway Market 8138 Tacoma 2, Wash.
ARNE STROM — HALDOR DAHL

'54 Preview

What's newest in boats and boating? You'll see it at the Seattle Boat Show, where many of the '54 lines will be unveiled for the first time!

And that's just part if it, for here you'll see something of vital interest to every full-time, part-time, and sometime boatman . . . more than an acre of inboards and outboards, workboats, sailboats, runabouts, engines, electronics.

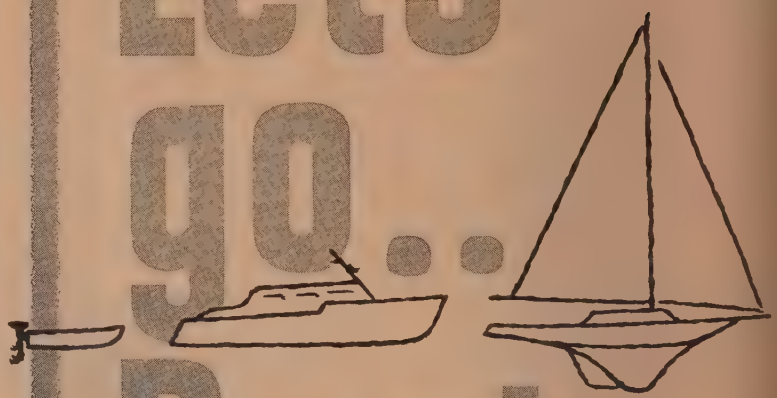
What a show . . .

it is that crowds the huge Seattle Armory with five to ten thousand people a day . . . bigger, better, more complete every year, and biggest this year.

What better place . . .

than Seattle in the center of the Pacific Northwest . . . "where boating is a way of life." More than 50,000 privately-owned boats are in the Seattle Customs District alone, plus the surrounding areas and Alaska. Little wonder that thousands wait eagerly from year to year for the Seattle Boat Show, or that many come long distances to see, to try, to buy.

Let's go... Boat Show!



6th Seattle Boat Show

NOV 14-22

New Seattle Armory
3rd N. and Harrison

DAILY 2:30-10:30 p.m.
ADMISSION 65c
(tax included)

First Look at New Fishing Gear Comes At the Seattle Boat Show, Nov. 14-22

Seattle opens the major boat shows of the nation Nov. 14 when the Northwest Marine Industries opens the doors of its 1954 marine preview for a 10-day run through November 22 at the Seattle Armory.

Enthusiasm in the preparation of a Northwest show has never run higher. This optimism and energy behind this year's Seattle Show gives much credence to Boat Show Chairman Chuck Evans' feeling, "We are off to a great start and we believe sincerely we are going to give the people of the Pacific Coast states, British Columbia and Alaska a great thrill and opportunity to see what's new, what's available in the fishing, pleasure and commercial boat fields for 1954."

A big percentage of the annual exhibitors have taken increased space this year because they have so much to show and tell. There will be hundreds of items and units necessary and useful from stem to stern to interest the fishing vessel owner, fisherman, and plant operator.

One of the main days during the show for marine businessmen and their staffs will be the Second Annual Dealer's Day, Wednesday, November 18. This will begin at 11 and will continue as a clinic through luncheon and until 3:30 p.m. The auditoriums of the Norselander Restaurant, will be used for both the clinic meetings and the luncheon. There will be more than 200 in attendance from leading distributor and dealer organizations throughout the Pacific Northwest. Key talks, selling ideas and general marketing information will be presented by authorities, while the get-together luncheon will be largely social. Robert Walters is Dealers' Day chairman and further information and reservations can be obtained and made through Northwest Marine Industries, Inc., 512 First Avenue North, Seattle. ALder 1101.

The exhibits will include many kinds of boats. All the major outboard motor lines with the 1954 models will be there.

Gasoline and big type engines will be shown in a wide variety of types and sizes, flanked by many operating cutaways and special informative and visual displays.

There will be a new hydraulically-actuated, variable-pitch propeller for all sizes of pleasure and work craft.

There will be radar and electronic equipment, all imaginable kinds of supply and maintenance items, paints and chemicals.

By early October the exhibitors had collectively listed more than 70 actual boats that would be on the floor.

The 1954 Boat Show Committee of the Northwest Marine Industries is chairmanned by Charles Evans of Evans Engine. His committee support comes from Robert Enslow, president of the NMI; Bob Walters, Luke Zanich, James Ballard, A. V. Evans, Mike Knox, Moore McKinley, John MacNichol, Al Rowan, Don Venables and Warren Wolfe. The operating firm charged with details and administration of the show is William Speidel, Jr., Seattle, assisted by Lou Drury and Bill Golden.

At presstime of this issue exhibitors whose showings will be of special interest to fishermen included:

Albina Engine & Machine Works; Apex Engine & Equipment Co.; Bludworth Marine; Bryant's Marina, Inc.; Buda Engine & Equipment Co.; Cummins Diesel Sales of Wash., Inc.; Evans Engine & Equipment Co.; Fairbanks, Morse & Co.; "Doc" Freeman's; Fremont Electric Co.

General Motors — Cleveland Diesel Engine Div.; General Motors—Detroit Diesel Engine Div.; Glass-Fiber & Plastics Supply, Inc.; Glasspar Co.; F. A. Harvey; International Marine Supply Corp.; International Paint Co.; The Instrument Laboratory, Inc.; Jules Engine & Equipment Co., Inc.; Kolstrand Mfg. Co.

Marina Mart, Inc.; Miller Freeman Publications; Edwin Monk; N. C. Marine; National Supply Engine Corp.; Nordberg Manufacturing Co.; Nordby Supply Co.

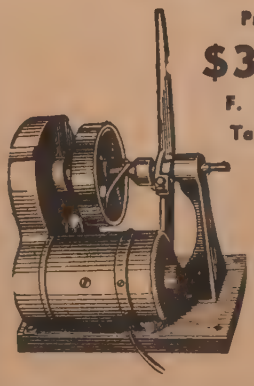
Pacific Marine Supply Co.; Portable Light Co.; Ray Marine Distributors Co.; Raytheon Mfg. Co.; Spider Staging Co.; W. T. Stone Co.; Sunset Electric Co.; Sunde & d'Evers; Vesoja's Marine Supply; Washington Stove Works; Western Blower Co. (Wix); Wright Outboard Marine Co.

CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
APELCO
DIRECTION FINDERS

BRYANT'S Marina

1117 E. NORTHLAKE ME 0090
SEATTLE

METAL MARINE PILOT
for True-Course Automatic Steering



Price
$300
F. O. B.
Tacoma

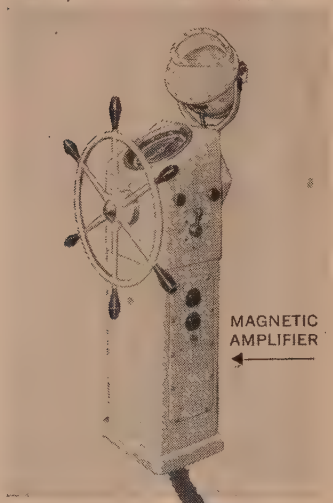
Manufactured by
Wood Freeman
Fircrest PR. 2791
Tacoma, Wash.

CATERPILLAR
REG. U. S. PAT. OFF.

MARINE DIESELS — ELECTRIC SETS
Expert Mechanical and Electrical Service
Dockside Facilities
on Lake Union

ELECTRIC STEERING STAND
Also applies to Gyro-Pilot, Triple Steerer, Electro-Mechanical Steerer.

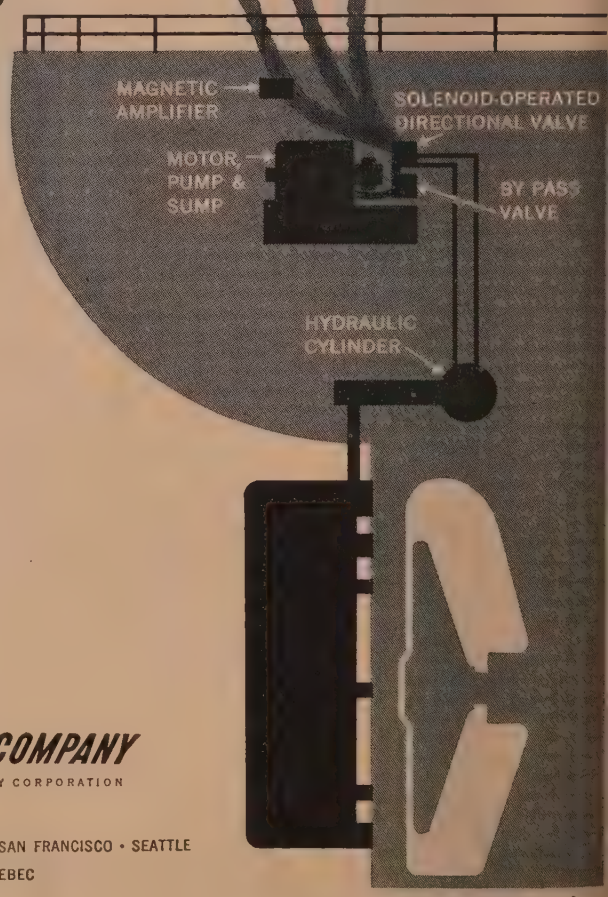
LEVER PILOT



REMOTE CONTROLLER

INTRODUCING...

COMPLETE ELECTRICALLY CONTROLLED HYDRAULIC STEERING SYSTEMS



■ For smoother, more positive ships' steering control, Sperry has engineered completely integrated Electro-Hydraulic steering systems combining precise Sperry electric controls with dependable hydraulic power components from its associate company, Vickers Incorporated. Now, for the first time, ship operators can have an economical, *complete* Sperry system of steering, utilizing the advantages of hydraulic power and electric control.

■ These complete systems are versatile in usage . . . they can be directed by any of the following Sperry controls: Gyro-Pilot*, Electric Steering Stand, Lever Pilot, Triple Steerer, Magnetic Compass Pilot, Electro-Mechanical Steerer or Remote Controllers. Each of these units controls the proper size hydraulic steering gear engineered to the vessel's requirements.

■ If you desire accurate, effortless steering for your vessel, write our nearest district office for complete details. Our extensive service organization backs all Sperry equipment.

ADVANTAGES OF ELECTRO-HYDRAULIC STEERING SYSTEMS

Fingertip action controls steering engine—eliminates need of large wheel.
Dual controls can be simply installed for steering from vantage points.
All-electric control from wheelhouse eliminates lengthy hydraulic tubing.

*TRADE MARK

SPERRY GYROSCOPE COMPANY
DIVISION OF THE SPERRY CORPORATION

GREAT NECK, NEW YORK • CLEVELAND • NEW ORLEANS • BROOKLYN • LOS ANGELES • SAN FRANCISCO • SEATTLE
IN CANADA — SPERRY GYROSCOPE COMPANY OF CANADA LIMITED, MONTREAL, QUEBEC

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE*

New Fish Found On Cobb Seamount

The University of Washington Oceanography vessel *Brown Bear* recently returned from an off-shore cruise which included a study of the oceanograph conditions surrounding the Cobb Seamount. During the investigation, members of the crew and scientists aboard spent much of their spare time fishing over the side of the vessel. A variety of marine fish were caught, which included blue sharks, saury, red snapper, and other rockfish. Among the rockfish was one very striking variety which was taken to the University of Washington for identification. The fish turned out to be a variety unknown to science, and will be recorded in the near future.

"Stim" Takes Troll Gear Down by Water Pressure

A new device called a "Stim" has been developed to detect the strike of a fish. The "Stim" utilizes the paravane principle to replace the heavy sinkers used on trolling lines. It is made of a light metal alloy and weighs only about one-third of a pound. The device has a streamline shape and moves down and through the water very rapidly. By attaching the tow lines to different holes in the vertical fin, the paravane can be operated at various depths. The leader can also be fastened to different holes in the horizontal fin which will cause the paravane to sheer away from the boat. When a fish strikes the lure or bait, the "Stim" is pulled off balance, causing it to be forced to the surface. The device will also surface when the line is fouled by sea weed. The normal towing speed for "Stim" is reported to be about 4 knots.

*Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions. Comments, questions and contributions should be addressed to: PETRALE, Care *Pacific Fisherman's News*, 71 Columbia St., Seattle 4, Wash.

Albacore Blank Northwest

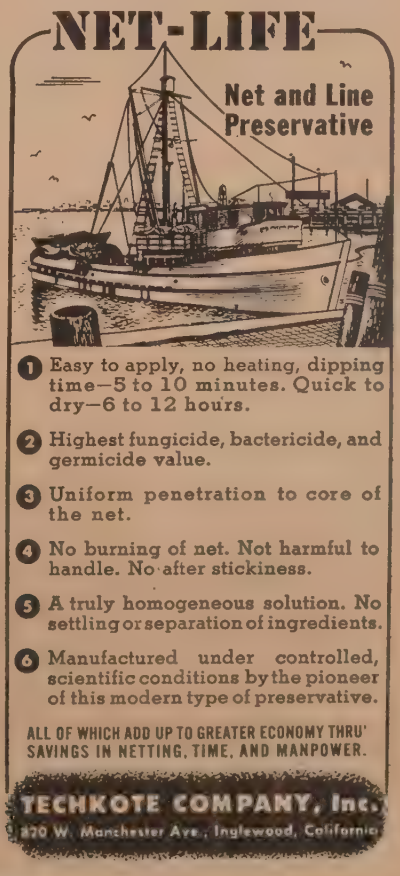
For the third straight year Albacore have failed to show in Pacific Northwest waters. The last year that any substantial number of the white-meat tuna were caught off Oregon, Washington or British Columbia, was 1950. In that year approximately 13,000,000 lbs. were landed in Pacific Northwest ports and commercial catches were made as far north as the Queen Charlotte Islands. The reason for the disappearance of the Albacore has remained unanswered to date and marine biologists admit the knowledge of life history of these fish is skimpy. The Albacore, as other tuna, are difficult fish to tag and only recently has a successful tuna tag been developed. The California Department of Fish and Game is now using a plastic streamer "Spaghetti" tag in an effort to obtain information on migrations and other biological factors concerning the Albacore. One streamer tag of this type was reported to have been turned into Westport, Wash., this year. However, the fish was captured off Central California. The failure in recent years of the Northwest Albacore fishery has caused large numbers of Northern boats to run southward and fish the California waters for Albacore.

Black Cod Migrates 1250 Miles

A tagged black cod caught southwest of Cape Flattery, Wash., by the longliner *Nova* on August 17 was reported to have migrated 1250 miles. Mr. Mathisen, skipper of the *Nova* was informed by the Alsaka Department of Fisheries that the fish was tagged 50 miles southeast of Cape Cleare in the Gulf of Alaska, just west of Prince William Sound. The fish was tagged August 10, 1952, and was recaptured one year and seven days later. The black cod had to travel approximately 34 straight-line-miles for each day it was free. In "Petrales' " book, this is the longest known migration of a black cod on record.

To Use Sea Scanar In Herring Investigation

The long awaited announcement by Minneapolis-Honeywell Co. of its new underwater "Sea Scanar" was released during the past month. The Sea Scanar is virtually an underwater radar. It utilizes high frequency sound waves and can project them at


NET-LIFE
Net and Line Preservative
1 Easy to apply, no heating, dipping time—5 to 10 minutes. Quick to dry—6 to 12 hours.
2 Highest fungicide, bactericide, and germicide value.
3 Uniform penetration to core of the net.
4 No burning of net. Not harmful to handle. No after stickiness.
5 A truly homogeneous solution. No settling or separation of ingredients.
6 Manufactured under controlled, scientific conditions by the pioneer of this modern type of preservative.
ALL OF WHICH ADD UP TO GREATER ECONOMY THRU' SAVINGS IN NETTING, TIME, AND MANPOWER.
TECHKOTE COMPANY, Inc.
820 W. Manchester Ave., Inglewood, California

DOUBLE-SEAL PISTON RINGS ALL SIZES
MATHERS ENGINE CONTROLS A MODEL FOR EVERY JOB
MATHERS SUPPLY CO.
4826 EAST 43d · PLAZA 8999 SEATTLE 5, WASHINGTON

International Net Dips Make Nets *Last Longer*

The cost of nets is such an appreciable part of the cost of fishing that materially prolonging the life of nets is of utmost importance to the fisherman. INTERNATIONAL NET DIPS protect nets most effectively. They come ready-to-use, require no heating nor special equipment for application, and are quick drying.

INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

Write for prices and particulars about these net dips.

International NET DIPS

International Paint Company, Inc.
21 West Street
New York 6, N. Y.
So. Linden Avenue
South San Francisco, Calif.
1145 Annunciation Street
New Orleans, La.

International Paints (Canada) Ltd.
6700 Park Avenue
Montreal, Quebec
105 West, 2nd Avenue
Vancouver, B. C.

WORLD'S LARGEST MARINE PAINT MAKERS

Announcing THE NEW RAYTHEON Mariners Pathfinder MODEL 1500 Radar

ANTENNA-TRANSMITTER
Transmitter sub-unit is detachable for foul weather servicing.

INDICATOR-RECEIVER
may be mounted in horizontal, vertical or overhead position.

BIGGEST RADAR VALUE

tops in performance, compactness and economy

- 10″ Scope
- Reflection Plotter
- Parallel Line Cursor
- 1, 2, 4, 8, 16 Mile Ranges
- Universal Indicator Mounting

The new Mariners Pathfinder *Model 1500 Radar* gives yo big ship radar performance in trim, two-unit equipment com pactly designed for greatest economy of space and cost. It offer every advance in modern radar development plus all-new 195 design for simplicity and reliability of operation, space an weight saving, ease of installation and maximum accessibilit for maintenance.

The compact, drip-proof indicator-receiver unit is designe for shelf, bulkhead or overhead mounting with the viewing sur face of the 10-inch, high-definition cathode ray tube incline for convenient viewing in any position. The *Raytheon Reflectio Plotter*, *Parallel Line Cursor* and *Tune-Test Meter* are standar equipment.

The antenna-transmitter unit is designed for ease of mountin on any type vessel, for reliable operation under extreme con ditions of wind, weather and icing, and for simplified servicin in fair weather or foul.

Write for complete information

RAYTHEON
MANUFACTURING COMPANY
EQUIPMENT SALES DIVISION
DEPT. 6270 PN, WALTHAM 54, MASSACHUSETTS
DISTRICT OFFICES: BOSTON, NEW YORK, CLEVELAND, CHICAGO, NEW ORLEANS, LOS ANGELES, (WILMINGTON), SAN FRANCISCO, SEATTLE
EXPORT SALES AND SERVICE
INTERNATIONAL DIVISION: 19 Rector Street, New York City

WORLD'S LARGEST PRODUCER OF MARINE RADAR

any angle between the horizontal and vertical. The scanar may also search an arch of 270 degrees around the boat. Returning signals are picked up by the transducer, amplified and displayed on a radar type scope. The device can spot underwater objects, such as reefs, fish, buoys, and underwater debris. The maximum range is given as 1600 feet or about 270 fathoms.

The Fish and Wildlife vessel *John N. Cobb* has had this equipment installed for the past several months and will give it a tryout during this fall's herring investigation in Prince William Sound.

Growth of US Fleet

The US fishing fleet better than doubled the number of fishing boats in operation from 1940 to 1950, while the increase in landings between these years has increased only 20%. During the same 10 year period, the number of fishermen is reported to have increased from 125,795 to 161,463. Fishermen received $244,919,000 more for their fish in 1950 than in 1940.

The number one fishing port in the United States during 1952 was San Pedro which landed a total of 385,000,000 pounds of fishery products which was valued at $38,000,000. Gloucester, Mass. was reported as having the second highest fishery landings, followed by Lewes, Delaware.

CLIPPERS TAG TROPICAL TUNA FOR RESEARCH

The tuna clippers *Defiance* and *Virginia R.* recently returned from trips along the west coast of Baja California, participating in the experimental tagging of Yellowfin and Skipjack for the California Department of Fish and Game.

The *Defiance,* equipped with a vacuum pump for handling live bait, manufactured by the Meletron Corp. of Los Angeles, explored the area off Roca Partida and Clarion Island. A total of 998 fish were tagged. Two of these tags have since been recovered. The *Marauder,* a purse seiner, caught a Type G tag the same day as it was released. A Type E was taken aboard by the *Golden West,* another purse seiner, after 44 days.

Virginia R cruised from 90 miles SSW of Cape San Lucas to Uncle Sam Bank. A total of 779 Yellowfin and Skipjack were tagged and to date there have been six Skipjack recoveries and one Yellowfin, all caught in local fishing grounds.

The fishing boat **Shirley Ann,** out of Eureka, recently was towed to port by the U. S. Coast Guard after developing engine trouble off Centerville Beach. She is skippered by Fritz Yost.

Cincotta Family Back From European Tour

Tony Cincotta, owner, Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment firm, is back on the job after a most interesting two months' trip to Europe.

Accompanied by Mrs. Cincotta, and their son Antone Jr. "Skip," who had just been released from Army duty in Korea, Tony flew to Milan. There they rented an auto and drove all through Italy, Germany, Austria, France, Belgium, and Holland. They also visited England and flew home. While in Italy the Cincottas had an audience with the Pope.

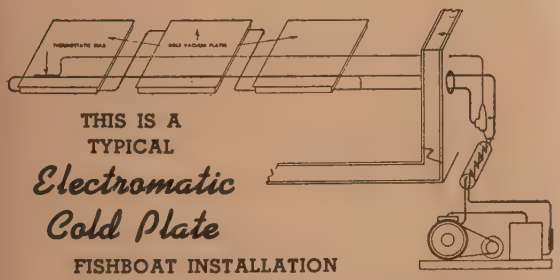
GILLNETTER'S BODY FOUND

A body which washed up on the sand at Long Beach September 27 was identified the next day as that of Thomas Jesse Eggman, 77, of Skamokawa, one of two gillnet fishermen missing since their boat capsized near the mouth of the Columbia August 24. Identification was made through use of X-ray photographs of the teeth.

Eggman, born in Pekin, Ill., came to Skamokawa with his family when five years old and had lived there since. He had worked as a logger in the winters and fished during the summer.

Survivors include a son, Frank, of Skamokawa, and two daughters.

ICE HOLDING REFRIGERATION
by Electromatic



THIS IS A TYPICAL
Electromatic Cold Plate
FISHBOAT INSTALLATION

SAFE ECONOMICAL
SIMPLE TO INSTALL AND MAINTAIN

This equipment will not reduce the storage capacity of your boat. No freezer burned fish. Large holdover cooling capacity during layover periods.

Compressor in engine room powered by main engine power takeoff or auxiliary.

CALL US FOR ESTIMATES AND DATA

ELECTROMATIC
SALES and SERVICE

2021 Third Avenue Seneca 3370
SEATTLE, WASHINGTON

PFLUEGER HOOKS

THE ENTERPRISE MFG. CO., AKRON 9, OHIO
89 years making fine fishing tackle
PFLUEGER A GREAT NAME IN TACKLE
(Pronounced "FLEW-GER")

Sea Scanar Gives Fishermen An Underwater Look Ahead

A new electronic device—the Sea Scanar—enabling the fisherman to "see" beneath the water ahead of and to either side of his boat was disclosed in October by the Marine Division of the Minneapolis Honeywell Regulator Company.

Fishermen have long sought some means of "seeing" beneath the surface of the water ahead and around them. Tuna skippers on the way to the tuna banks, salmon fishermen watching for jumpers, herring fishermen looking for signs of the herring pods and whalers watching for a "blow" have always wondered if perhaps they were cruising past schools of fish unnoticed in the water because there was no positive means of seeing what was there.

The Honeywell Sea Scanar solves this problem by using the echo-sounding principle, but adapts it to horizontal scanning as well as vertical sounding.

The builders of the Sea Scanar feel that the device will enable fishermen to locate fish, determine their movements, density and depth of the school, and thus to make their set when and where the greatest catch can be made.

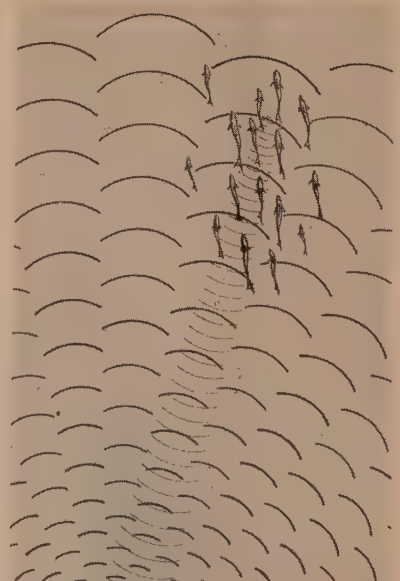
The sound head of the Sea Scanar is so mounted that it can be lowered below the keel of the boat for scanning from beam-to-beam. A full 180° scan can be made automatically up to 1600′ horizontally and to an equal distance straight down; or the moving sound head can be set to scan in 90 or 45° sectors in any part of the 180-degree half circle.

The viewing screen of the Sea Scanar is much the same in appearance as a radar screen, although the bearing and range or distance lines on the screen are somewhat different. Ranges of 1600, 800 and 400 feet in scanning may be selected.

Although the Sea Scanar is fully automatic, it can be operated manually to "track" schools of fish or other objects moving under water. This is done by simply flicking a switch and then turning a control knob to direct the sound waves toward the fish. It's much like a machine gunner firing at a moving target.

This tracking technique already has proved a boon to the B. C. Packers, Ltd., whaling vessel *Nahmint*, which captured three whales with the Sea Scanar the first week it was installed on the vessel.

The swift-moving whales were located under water, kept under surveillance until they surfaced to "blow," and then were struck by the harpoon gunner who knew, thanks to the Sea Scanar, just where they would surface.



Sketch shows how impulses are emited by the Sea Scanar as it swings through the half-circle foreward the vessel, and how the returning echoes are reflected from a school of fish, whose distance, depth, density, direction and speed are readily disclosed.

In every case the objects in the water appear as pips on the screen. The screen has a "persistency factor" to retain the image of what is shown, so that a series of pips will show on the screen at the same time.

The moving sound head can be moved from horizontal to vertical by means of a switch on the receiver and can be used to scan at any angle in between.

One of the more important aspects of this Sea Scanar is its use as an instrument for navigation. The ability of the machine to look ahead or to the side enable vessels to operate under adverse weather conditions or at night without trouble. In restricted waters, such as the Inside Passage to Alaska, its usefulness is expected to be particularly important with the scanar set for adequate ranges to give the man at the wheel ample opportunity to keep his vessel on the proper course to avoid any underwater obstructions.

Thus the device gives the fisherman a fish-finding apparatus as well as an instrument providing greater safety at sea. It must be said, however, that the fish finding characteristics of the Sea Scanar make it the most useful tool in the locker for finding the fish must, in the long run pay for the equipment in the first place.

This is the "Soundome" unit by which the Sea Scanar sends and receives its impulses. It is shown in extended, operating, position. When not in use it can be retracted into the hull. The unit scans through a 180-degree horizontal arc, and 90 degrees vertically, from the sea surface down.

RADAR REFLECTION BUOY INSTALLED AT WESTPORT

The Westport Coast Guard station acquired a new 36-foot Diesel lifeboat in September and announced installation of a radar reflector on its No. 8 buoy.

The new lifeboat replaces a gasoline-powered boat of the same type. It is self-bailing and self-righting and has a canvas canopy to be used in bad weather.

"MARAUDER" TOPS SEINERS

The *Marauder* continued to be top tuna purse seiner as September ended, having completed seven trips.

The *Sea Ranger* was considered to have delivered the largest load of netted Bluefin, 102 tons. The *Adriatic* in September delivered 65 tons of Bluefin.

NORDBERG ENGINES POWER THEM ALL...

NORDBERG Gasoline Marine Engines have what it takes to meet the fishing industry's demands for dependable, economical fishing vessel power. Check with any of the hundreds of fishermen who have been "shipmates" with NORDBERG engines . . . they'll tell you that you just can't beat their low cost, efficient operation.

Specify NORDBERG for powering one boat or a fleet . . . for powering new boats . . . for adding new life to older hulls.

All six NORDBERG engines—95 HP to 145 HP—are described in Bulletin 198. *Write for your copy today.*

Nordberg Gasoline Marine Engines are built in six heavy-duty 6-cylinder models . . . the 145 hp *KNIGHT*—the 130 hp *TARPON*—the 110 hp *BULLET*—the 110 hp *MARLIN*—the 95 hp *ARROW*—and the 95 hp *BLUEFIN* . . . *all* designed and built to give you the kind of performance you need for successful fishing operations.

NORDBERG MFG. CO., Milwaukee 1, Wisconsin

NORDBERG

GASOLINE MARINE ENGINES

MAIL THIS COUPON NOW

PF

NORDBERG MFG. CO., Milwaukee 1, Wis.

Please send literature describing Nordberg Gasoline Marine Engines.

Name .....

Address .....

City ..... Zone... State.....

G853-FR

Performance Report:

The "JOWAL," 46-ft. troller out of Seattle, is powered with a Cummins NHMR-600 engine at 1800 rpm—working through a Twin Disc MGHV-220 Hydraulic Coupling Marine Gear turning a 42″ x 27″ wheel. The exclusive Twin Disc HYDRO-TROLL® Drive feature multiplies reduction up to 2 times, preventing run-down batteries and fouled engines at trolling speeds.

"The Twin Disc HYDRO-TROLL makes a trolling engine out of a big diesel," owner Walter A. Savikko reports. "The 'JOWAL' has performed beautifully throughout two seasons, and has met all expectations. Over sustained runs—carrying full fuel and water tanks and in cargo—she logs 9.1 knots at 1500 rpm."

For complete information on HYDRO-TROLL Drive, write for Bulletin 300-A.

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES

TWIN DISC

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

"MILK BOTTLES" FEATURE AUTUMN ALBACORE CATCH

Albacore fishing for the year evi dently was over by the time this issu of *PF* went to press late in Octobe although there was some possibilit that the Southern California water which didn't do so well this yea might come-up with one of the lat autumn runs which they have pro duced in the past.

The late deliveries, running int October along the central and north ern California coast were featured b exceptionally small fish.

These "milk bottles," as the fisher men call them, often were not mar ketable in California, where there i minimum size limit of 9 lbs. o Albacore. Accordingly, they were ru up the coast to Oregon and Wash ington, where they found buyers, bu generally at a discount from th quoted market price.

This discount recognized the lowe percentage of recovery—fewer case per ton—which can be gotten fron "milk bottles."

Pelican's Pouch

Doug Freed of Inian Island was s excited one day when a trolling pol showed indications of a fish he dive head first into the trolling pit! His left hand doubled backward, causing a painful wrist injury. The fish go away and Doug headed for home t get first aid. Adding insult to injury a spoke of the steering wheel struck the injured wrist, and the pain caused Doug to black out. He regained consciousness just in time to avoid hitting a rock head-on.

Max Dorman was another unlucky fisherman. He managed to anchor his troller *Foxy* over the only rock in Lazy Cove. When the tide went out the *Foxy* was swamped. The Coast Guard cutter *Kimball* towed her into Elfin Cove where she was scrubbed down and overhauled.

There were several tense hours when the skipper of the seiner *Nebraska,* anchored near Elfin Cove discovered four young crew members and the seine skiff missing, about four o'clock in the morning. Unknown to the skipper, the boys had gone to the cove, and developed engine trouble soon after they left. The tide swept them toward Cape Spencer during the night and on the change brought them toward protected waters. Several seine boats in the vicinity joined in the search, as did Pros Ganty with his *Aroneca.* Heavy fog hampered operations, but the *Mermaid,* after unknowingly circling the boys twice, finally located them.

Eureka—

Six Men are Missing As Boat Disappears

The worst maritime tragedy on the northern California coast in a good many years came in September when the fishing boat *Shirley Ann*, out of Eureka, disappeared at sea immediately off the harbor entrance during the night in rough weather, with six men presumed to have been aboard.

The boat, owned by James Nygren, put to sea sometime before midnight. Shortly before midnight the Eureka Coast Guard station picked up a distress call, stating that a man had gone overboard in rough seas—after that, silence. Coast Guardsmen spent nearly two weeks combing the sea for many miles by sea and air and patrolling the beaches, without turning up any evidence by presstime as to the fate of the vessel.

BOICELLI & BOSS
2909 JONES ST. SAN FRANCISCO
FISHERMEN'S WHARF
Chrysler Marine Engines
SALES - INSTALLATION - SERVICE
COMPLETE ENGINE REPAIRS
AUTOLITE MARINE BATTERIES
KOHLER ELECTRIC PLANTS

The six men believed aboard at the time were James Nygren, his son, Gary, 16; Nygren's brother, "Billy" K. Nygren; Chris Hansen, 60, a retired sea captain; Joe Guilana and Ernest Leepton. However, mystery also shrouded the actual roster as the boat departed without advance notice. One man, Dale Hackney, Eureka, reported seeing the men about ready to cast off in the craft and said he declined an invitation to join them.

The *Shirley Ann* was one of the most familiar craft of the Eureka fishing fleet and had been operated both as a salmon troller and for sports fishing. Recently she had been leased to Fritz Yost, Eureka, who was preparing to take her out for Albacore operations.

CHRYSLER marine engines

Sold and Serviced by

THE NATIONAL SUPPLY COMPANY

At Major Ports from Oregon to Alaska

From Portland and Astoria to Ketchikan, National Supply's Engine Division stocks Chrysler Marine Engines and genuine Chrysler parts . . . and provides modern service facilities for their repair or complete overhaul.

When you're repowering, let us help you select engines best suited for your needs.

A complete line of Chrysler, Superior and Atlas engines are available at these sales and service points:

ASTORIA, ORE.
131 Seventh St.,
P.O. Box 57

PORTLAND 14, ORE.
237 S. E. Union Ave.

SEATTLE 99, WASH.
Salmon Bay Terminal

KETCHIKAN, ALASKA
900 Water St.
P.O. Box 2021

HALIFAX, NOVA SCOTIA, CANADA
76 Upper Water Street

VANCOUVER, B. C., CANADA
1859 West Georgia Street

ENGINE DIVISION
THE NATIONAL SUPPLY COMPANY
Plant and General Sales Offices: Springfield, Ohio

FOR WHITER, EASIER-TO-CLEAN TOPSIDES USE WORLD-FAMOUS
"CAWLUX" WHITE
In Gloss, Semi-Gloss and Semi-Flat Finishes
Smoother, longer-lasting, resists discoloration by gases and fumes
"STAYS BRIGHT THE SEASON LONG!"

C. A. WOOLSEY PAINT & COLOR CO. INC.
229 East 42nd Street • New York 17, N. Y.

Chiles Boat Co., 11333 Atlantic Blvd. ..... Lynwood, Calif.
Oregon Marine Supply Company, 235 S.W. First Avenue ..... Portland 4, Oregon
Pacific Marine Supply Company, 1217-1223 Western Ave. ..... Seattle, Washington
San Diego Marine Hardware, 1502 Indian Street ..... San Diego, California
Weeks-Howe-Emerson Company, 255 Mission Street ..... San Francisco 5, California

WHAT DID WE HIT?

MP MARINE PRODUCTS CO.

If a plank let go or you struck a submerged object, could you keep YOUR boat afloat?

MP bilge pumps are designed specifically for the rugged job of keeping boats afloat—protecting not just property, but human life. Protection from the sea for 4,000,000 G.I.s in two wars.

1. All bronze construction.
2. Runs continuously—wet or dry.
3. Pumps its weight in water every second.
4. 27 models to choose from.
5. Capacities to 280 gallons per minute—over 16,000 gallons per hour.

Ask your local yard or dealer for more details. From $39.00

MARINE PRODUCTS COMPANY
515 LYCASTE AVENUE DETROIT 14, MICHIGAN

CUT YOUR HULL MAINTENANCE COSTS!

Trevarno Glass Boat Fabric Protects Hull Surfaces Against

water logging **scuffing, leakage**
marine growths **rot, worms**

LESS TIME OUT OF WATER

Trevarno Fabric covering for your wood hull assures you more time for fishing, cuts hauling costs, reduces hull maintenance expense! Trevarno Fabric bonds to hull, seals against leaks, gives you a stronger, better looking boat.

EASY TO APPLY

Trevarno Boat "B" Fabric is scientifically engineered for commercial use. It has tremendous tensile strength, adds shock resistance to hulls and forms a permanent, invisible covering impervious to moisture, rot or petroleum fluids. Trevarno lasts the boat's lifetime—cuts yearly maintenance costs! Just paint resin and hardener on clean, dry hull. Smooth on Trevarno Boat "B" Fabric. Apply second coat of resin and hardener. Then, sand hull lightly and paint, *or leave it natural* (Trevarno lets the wood grain show through, adding to the beauty of your boat.)

DECKS AND CABIN TOPS, TOO

Trevarno Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing, damage from sea and sun. Lightweight Trevarno Boat "A" Fabric is ideal for small boats, topside bulkheads, etc.

2740

Trevarno
GLASS FABRICS

Ask your Marine Supply Dealer, or write

COAST MANUFACTURING & SUPPLY CO.
BOX 71F, LIVERMORE, CALIFORNIA

GOOD NEWS FOR BOAT OWNERS

The New ATR INVERTER

NOW YOU CAN USE ALL TYPES OF ELECTRIC RAZORS ON YOUR BOAT!

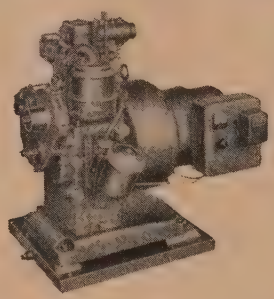
The ATR INVERTER—a good, low-power, inexpensive inverter for operating small A.C. equipment on your D.C. boat capacity. Will allow you to use any type of electric razor, small A.C. electric motors, record players, radios and other similar equipment. Sturdy — Easily installed — Cheap to operate.

the "CONSTAVOLT"

Marine Convertor for Dockside Direct Current Power—Whenever You Need It!

Plug Your Line In When You Tie Up . . . Keep Your Batteries at Full Charge in Port.

ONAN
GASOLINE & DIESEL LIGHT PLANTS



ONAN equipment is used on the finest boats because of its compact, true-marine design, with built-in safety features.

•

Complete Generating Equipment—400 Watts to 60,000 Watts

Drop in and see us at the SEATTLE BOAT SHOW, November 14 to 22

FREMONT ELECTRIC CO.

Power and Light for Marine and Stationary Installations

744 N. 34th St., EV 2323
MAIN STORE

SEATTLE

132 Spokane St., SE 7984
SOUTH END STORE

Moss Landing —

"Bait Balls" are Feature Of Albacore Operations

The albacore fleet, hundreds of boats strong worked a wide area of fish extending from Morro Bay to Point Arena during the month of September. Catches varied from one or two tons to 10 and 12 but fishermen were feeling encouraged after the poor southern showing. Every port on the Pacific Coast was represented in Moss Landing. There were boats of every size, shape and color of mast. Bait boats from the south which never venture up this way, stately $50,000 trollers and a fleet of little salmon boats from the Northwest which had never been this far south before.

The skippers represent a variety of nationalities and in ages there was 80 year old veteran "Dad" Saarinen of the *Hermes II* to 23 year old Dave Krueger on his boat *Aurora* out of Newport, Oregon.

A phenomenon in fishing not observed here for several years is the appearance of "bait balls" in the fishing grounds. These are huge conglomerations of bait fish all rolled up together and carried along in the ocean. Birds, whales, tuna and other large fish nip at these balls as they travel along. The tremendous activity of sea life around this rolling diner is an amazing sight, say the fishermen. They count it as a sign for continued good fishing.

* * *

Esther Estill of the California Fish & Game Commission has just completed 25 years of service to the fishermen and the state. When problems come up concerning the issuance of licenses or boat registrations and need a quick solution she is always able to provide the missing answers.

* * *

Boats from Seattle tied up in Moss Landing in October included the *Zarembo II* with Minor Lervold; the *John W.* with Ben Svardal; Matt Johnson's, *Bertha J.;* Peter Rorvick's, *Alf;* Glen Carl's, *Dawn; Empress,* with Egil Hansen Jr., *De Luxe* with Art Engeness; Adolph Olsen's, *Spawn; Angeles* with Robert Jensen, *Eagle* with Peter Tynes, *Carefree* with the Anderson brothers, Carl and Fred; and Haakon Hansen's, *Leif II.*

From Astoria were Fritz Fremstad on the *Garda Marie* and R. Lovvold on the *Thorvald.* Hal Bird's, *Weown* from Empire, Oregon, and Peter Baade on the *Solveig,* from Ketchikan were also in port.

* * *

Fishermen were shocked to hear of the sudden death of Ragnar Jacobsen of the *Seaway* last month. He was found dead in his car just off the highway between Watsonville and Moss Landing. Death was attributed to a heart attack. Jacobsen was 47 years old and a resident of Olympia, Washington.

* * *

Jack Sullivan, buying in Moss Landing for the Regal Fish Co., of Monterey, is very proud of his new office, just being completed on the Seawolf pier. Thelma (Mrs. Jack) will keep the books in the neat little place all complete with a desk and filing cabinet.

Fish buying operations will be done on a year around basis, providing an outlet for local small boat operators.

Jack is former owner of the northern troller *R-Own.*

* * *

The jam in the Moss Landing harbor was so bad, boats were tied up three and four deep and many could not move if they had wanted to. Roland Stidworthy of the big boat *Kokomo,* resorted to rowing his fish by the skiff-load down to the buyer's pier.

* * *

The Canadian schooners *Clipper* and *Margaret No. 1* were in Moss Landing during September. Also here for the first time in a couple of years was Peter Tynes on the schooner *Eagle* and Matt Johnson on the *Bertha J.* Skippers who had not seen each other for some time met and renewed acquaintances. Herman Autio of the *Seneca* and Alex Ogren of the *Jay-Cee* recalled trips they had made out of Astoria and J. E. Bellman of the *Aili* who now lives in San Diego saw fishermen from the Northwest for the first time in years.

Playing the role of "rescuer," two P&H truck cranes recently demonstrated their adroitness in the salvage of the sunken 90' tuna clipper "City of San Francisco," which sank at the dock in San Diego Harbor. With the aid of pumps put aboard the submerged vessel, the truck cranes succeeded in raising her in a record 24 hours.

REPAIR YOUR ELECTRONIC EQUIPMENT

Special equipment and licensed, skilled electronic technicians assure top quality work on:

MARINE RADIOS • RADAR
DEPTH RECORDERS
AUTOMATIC PILOTS

only at SHEPHERD MARINE

Los Angeles AN 10261 · San Diego FR 99471 · San Pedro TE 3-2787

WALTER GEAR DRIVES

TRANSFER DRIVES
Offset and In-Line
REDUCTION GEARS
CLEAN-FLO KEEL COOLERS
PROPELLER PULLERS

Pacific Northwest Representative, A. T. Harris Co.
1500 Westlake No., Seattle

Literature on Request

G. WALTER MACHINE COMPANY
84 CAMBRIDGE AVENUE JERSEY CITY 7, N. J.

INCREASE YOUR PROFITS

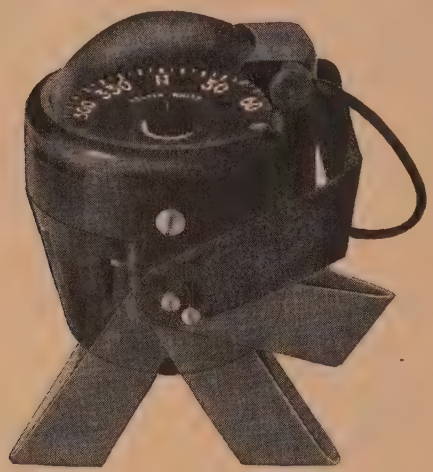
WITH THE

SURECHO

60 FATHOM DEPTH SOUNDER

NEW LOW PRICE

Registers to 60 fathoms or 360 feet. Compact . . Rugged . . Accurate . . For safe, efficient navigation, and greater fishing profits. Write for catalog.



K-W CORSAIR COMPASS

IDEAL FOR SMALL BOATS

OVER 13,000 IN USE

Built-in corrector system
Special red lighting
Versatile mounting bracket
Half point card also available

SEVERAL MODELS AVAILABLE

Manufactured by WILFRID O. WHITE & SONS, INC.
BOSTON 10, MASS.

WEST COAST DISTRIBUTORS

WASHINGTON and ALASKA: PACIFIC MARINE SUPPLY CO. 1223 Western Ave., Seattle
OREGON: OREGON MARINE SUPPLY CO., 235 S.W. 1st Ave., Portland
CALIFORNIA: WEEKS-HOWE-EMERSON, 255 Mission St., San Francisco 5—ETS-HOKIN & GALVAN, 551 Mission St., San Francisco—218 Avalon Blvd., Wilmington
NUTTALL-STYRIS CO., 825 Columbia St., San Diego
BRITISH COLUMBIA: EDWARD LIPSETT, LTD., 68 Water St., Vancouver

"THE HOUSE OF FRIENDLY SERVICE"

NORDBY

SUPPLY COMPANY

At the SEATTLE BOAT SHOW!

Let Us Show You the New

PREPO

PORTABLE STOVE

Three Distinctive Models

QUALITY
PRODUCTS and SERVICE

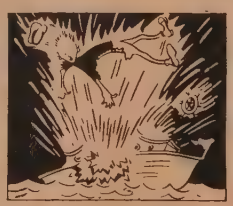
PAULS Locknot Netting Nylon - Linen - Cotton
PETTIT Marine Paints
WILLARD Batteries
CEDAR SEAL
SPONGE Rubber Floats
DURA-NETT Net Preservative
PAR Marine Radios
JABSCO Pumps
WALL Rope

1300 WESTERN AVE., EL. 1364
SEATTLE 1, WASHINGTON

WATER STREET
KETCHIKAN, ALASKA

Double Protection from FIRE

ON YOUR BOAT



1

Get Rid of Floating Gas and Oil in the Bilge

Let the Roll of the Boat Clean the Bilge

In addition to keeping the bilge clean without any labor, **AUTOMATIC Bilge Cleaner** mixes gas and oil in the bilge with the water and keeps it mixed—greatly reducing fire hazard. It works while you're fishing. Leaves no oil slick when you pump it.

Add a little **AUTOMATIC Bilge Cleaner** after each pumping. Also cleans everything above and below deck, including fish gurry. Keeps fish-hold sanitary. Order today. **Gallon only $7.50.** Qt. $1.98.

2

Prevent Fuel Tanks from Leaking

SAV-A-TANK Cartridge

Sooner or later every fuel tank rusts through unless protected from corrosion. Even copper tanks corrode. Serious fires aboard boats are caused by tanks that rust through. This amazing little cartridge, called **SAV-A-TANK,** may save the total loss of your boat, even your life! It gives a year's protection for less than a cent a day!

SEND NO MONEY Order Sudbury Quality Marine Products C.O.D. plus postage (or send cash and we'll pay postage).
Money-Back Guarantee

Just drop a **SAV-A-TANK Cartridge** in your tank. Use one for each 1000 gal. capacity. Don't risk going even another month without using them on your boat. Order now, **only $3.**

Dealers: Write for Special Offer

SUDBURY LABORATORY, Box 174 South Sudbury, Mass.

LINES and LEADERS

Cincotta Bros. Distribute Cold Galvanizing Compound

Tony Cincotta, owner, Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment house, has been appointed northern California distributor for Galvicon, a cold galvanizing compound which provides a surface protection for metals.

"Applied to any iron or steel surface, new or old, Galvicon insures protection against all corrosive action," said Mr. Cincotta. He said that it is easily applied, brush, spray or cold dip, and that one gallon covers approximately 625 sq. ft.

According to Mr. Cincotta Galvicon bonds perfectly to metal by electro-chemical process, and has been successfully used by boat builders and owners, farmers, plant operators and hundreds of other industries.

Burt Powell Is Appointed Caterpillar Advertising Chief

Appointment of Burt Powell as advertising manager of Caterpillar Tractor Co. is announced by W. K. Cox, manager, sales promotion department.

Mr. Powell, a former newspaperman, joined Caterpillar in 1935 and since August, 1949, has held the position of assistant advertising manager to Mr. Cox, whom he succeeds, and who recently was named to head the sales promotion department, of which advertising is a division.

Mr. Powell is a veteran of World Wars I and II, going on inactive status as a commander in the U. S. Naval Reserve in Oct. 1945 after more than four years of active duty.

Radiomarine Appoints West Coast Dealer

Ets-Hokin and Galvan, marine electrical contractors with offices in Wilmington, San Diego and San Francisco, Calif., have been appointed by the Radiomarine Corporation of America as a dealer for Radiomarine small-craft radiotelephone and radiotelegraph equipment. The announcement was made recently by G. P. Aldridge, Vice President in Charge of Sales and Government Contracts for Radiomarine.

Radiomarine equipment will be available at the main office of Ets-Hokin and Galvan, 218 Avalon Blvd., Wilmington, Calif., as well as the branch offices at 2295 East Belt Street, San Diego; and 551 Mission Street, San Francisco.

Sudbury Mildew Preventative Now Available Thru Dealers

Long regarded as an excellent mildew preventative, Barfair 77 is now available through marine supply dealers according to an announcement made by the Sudbury Laboratory. The Sudbury firm has taken over the manufacture and distribution of this preservative for the marine trade.

Barfair 77 has been available only through sailmakers prior to this time. It is highly useful as a mildew and rot preventative for life preservers, boat covers, mooring lines, etc.

New York offices of Fisherman's Federation, Inc., were moved in August to larger quarters at 155 John St., New York 38.

"Whispering" Outboard Motor Announced by Evinrude

A revolutionary new outboard motor that marks the end of the proverbial "putt-putt" and begins a new era of noise-free operation was introduced this fall by Evinrude Motors of Milwaukee, the world's oldest outboard manufacturer.

The company's newest advancement in outboarding is the Aquasonic Fleetwin, a 7.5 h.p. engine with quiet and vibration-free operation. There are several factors involved, including twin resilient mountings in which the power head is pillowed soak up engine pulsations before they reach the hull; and twin carburetor turbo-silencers that "tune out" the higher frequencies that are annoying to the human ear.

Production of the new Aquasonic Fleetwin has already begun. Evinrude will conduct a campaign to step up sales during the winter months to taper off this peak demand period. For this reason, shipments during the rest of 1953 and the first quarter of 1954 are expected to exceed the record-breaking volume of the previous year by about 30 per cent.

Kermath Names Bolan Head of Canadian Company

Harold V. Bright, vice president and general manager of the Kermath Manufacturing Company, Detroit, manufacturing the world's widest range of gasoline and diesel marine engines, recently announced the appointment of Joseph Bolan as president and general manager of Kermath of Canada, Ltd., a subsidiary of the Detroit company.

Mr. Bolan has a wide acquaintance among the Canadian boating trade having been associated with the Canadian Company for many years prior to his recall to Detroit some two years ago.

TOWER'S
"FISH BRAND" NEOPRENE

There's never been a waterproof built that affords the protection that the new **TOWER'S FISH BRAND NEOPRENE** garments give fishermen. In addition to meeting the exacting needs of commercial fishermen for solid comfort, freedom of movement and durability, these waterproofs give special protection against oils, greases and ordinary acids.

For those not needing this extra protection there are available regular **FISH BRAND** *oiled*, and **ARROW BRAND** *rubber* garments made in all styles including jackets, pants, coats, aprons and hats. All good dealers carry these items or can get them for you.

For folder of styles and detailed information write Department PF.

NEOPRENE RUBBER

TOWER'S FISH BRAND — A. J. TOWER CO. — TOWER'S ARROW BRAND

74 SIMMONS ST. BOSTON, MASS.

45 ECKER STREET, SAN FRANCISCO, CALIF.

FISH WITH FITLER

For fast rigging and steady dependable service look to the rope with one hundred and fifty years of unexcelled background . . . there is no substitute for the Fitler blue and yellow trademark of quality.

THE
EDWIN H. FITLER CO.
EST. 1804

NEW ORLEANS 17, LA. — 935 N. W. 12th Ave. Portland 9, Oregon

PHILADELPHIA 24, PA. — 1736 East 15th St. Los Angeles 21, Calif.

★ SELLING & BUYING ★

10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Schooner Havana, length 73', beam 19', 135 Washington. Galley on deck. New direction finder, radiotelephone, Freeman mike, Bendix depth recorder, Loran. Fully equipped for halibut fishing, otter trawling and tuna trolling. K. Hartvigson, 7757 22nd N. W., Seattle, Wash. DExter 5999.

FOR SALE: 21 lb. Northill and 18 lb. Danforth Anchors. Unused. Packed in original boxes. $18 each, freight paid. Phone: Nevada 6-2475. Co-Operative Pipe & Steel Co., 16800 South Alameda St., Compton 1, Calif.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

FOR SALE: Troller "Flute" 38.8x105. Built in 1947. New anchor winch, Freeman Pilot, Chrysler Crown, 400 gas capacity, 6 spool gurdies. Ready to fish. Priced to sell. Terms may be arranged. Robert E. Smith, Route 2, Box 361B, Gig Harbor, Wash.

FOR SALE: Campbell-House Shipyard and dwelling. Inquire P. O. Box 170. Wrantell, Alaska.

FOR SALE: 3 cyl. Atlas diesel. Model 9872. 6½" bore, 8½" stroke, 45 HP. Complete overhaul. 1716 H St., Eureka, Calif.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: 38-ft. Monterey-built (1945) "St. Expeditus" now called "Saint". Ideal seiner or Albacore. 45-hp Caterpillar main, 10-hp. Petter auxiliary. Gurdies, boom. Radio, iron mike, refrigeration. Priced right. In S. D. Write W. L. Mors, P. O. Box 1063, Del Mar, Calif.

FOR SALE OR TRADE—Working share in Tacoma, Wash. cooperative plywood plant. Age limit 45 years. 2 weeks vacation, many benefits. Wages $2.75 per hour. $12,000 or trade for 40' diesel troller of like value. Write Johan Levang, 1709 S. Yakima, Tacoma 3, Wash.

WANTED: 42 to 45 ft. or longer commercial fish boat. Will pay $10,000 for best boat offered. Write all information in first letter. Box 218, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

DIESEL PARTS

FOR—GM & GRAY MARINE SERIES 71

5192923A—Gray Eng. o'haul gskt. kit $13.00
5227135—Plunger & Bushing 90 mm. 11.75
5226560—Plunger & Bushing 60 mm. 12.75
5227325—Injector Spray Tip Kit..... 3.95

Send for complete Parts List #353

RODER-BLACKBURN INTERNATIONAL CORPORATION
Dept. PF6, 149 Broadway, New York 6

In Southern California
CHRIS-CRAFT MARINE ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

CHRYSLER MARINES—GOV'T. SURPLUS
Priced to Sell—Ready to Install
ROYALS 4½ to 1—$600. 2 to 1—$700
CROWNS 2½ to 1—$550. 2 to 1—$575
General Motors Blowers $150.00
STANDARD MACHINE WORKS
9707 S. Alameda—LO 9-1918—Los Angeles

COMMERCIAL FISHERMEN
In Mexican-Central American Waters
PACIFIC TOWBOAT & SALVAGE CO.
Offers Standby Salvage and Towing Service
Pier "C", Berth 20 Long Beach 70-6487
Long Beach 2, Calif. Cable Address: PACTOW "KANAK"—WA 6710

FORSTER
SHIP BUILDING CO., INC.
SHIP BUILDERS—ENGINEERS
MARINE WAYS—REPAIRS
Foot of Ferry St. Terminal Island
Phone TE 2-4527

A name fishermen have trusted for more than 30 years
AL LARSON BOAT SHOP
General Machine Repair Work
Boat Builders
Terminal Island, Calif. TE 2-4521

In Southern California
NORDBERG GAS ENGINES
H. G. McKINNEY & CO.
Berth 192 TErminal 4-1473
Wilmington, Calif.

DOC FREEMAN'S
MARINE ENGINES EQUIPMENT HARDWARE
Surplus Chryslers—$550 to $1000.00. Special—Chrysler 4½-1 $700.00. GM Diesel Starters 12V $50, 32V $100. Chrysler Engine Parts—Light Plants—Conversion Parts—Jeep, Ford, Others.
999 Northlake Ave. EV 1500 Seattle

FELLOWS AND STEWART, INC.
Since 1896
STERLING AND KERMATH ENGINES and parts
BENDIX DEPTH RECORDERS—AUTOMATIC PILOTS
PROPELLERS Most sizes up to 40" in stock
FOR SALES AND PARTS call TE-33527
BERTH 206 TERMINAL ISLAND, CALIF.

ONE LONE ALBACORE DELIVERY ON HARBOR

About 5,000 pounds of Albacore caught off the coast of northern California, were delivered to the Hannula Fish Company, Aberdeen September 25 by Capt. George Jackson of Marysville, Wash., and the *Annie Jr.* It was the first fresh tuna delivery of the 1953 season to a Grays Harbor buyer.

Fishermen reported a complete lack of tuna off the Washington and Oregon coasts. Boats operating out of Westport gave up the search some time ago. Hannula said he expected additional tuna deliveries by homeward-bound Puget Sound and Grays Harbor fishermen now off the northern California coast.

The *Cavalier* of Aberdeen, skippered by George Boldt, recently landed 11 tons at San Francisco and a last report was fishing again north of the San Francisco Bay area. The *Mylark,* with Chester Peterson of Aberdeen as skipper, is another Grays Harbor boat operating in the tuna area.

Fish unloaded from the *Annie J* averaged between 10 and 15 pounds but some weighed as much as 25 pounds.

ALBACORE LANDINGS DWINDLE AFTER FLURRY

Long awaited, the first albacore of the 1953 season finally showed up at Eureka early in September, taken about 120 miles southwest of Humboldt Bay. The boat *Lawrence,* skipper Alfred Anderson of Eureka, and the *Platinum,* out of Seattle, shared honors for initial deliveries to Eureka purchasers. Altogether about 20 tons were landed in the first deliveries bringing a price of $375 per ton compared with a top of $350 last season.

However, after the first flurry, the run tapered off within a week's time although many northern California boats were working farther to the south off San Francisco and making their deliveries to companies there.

Humboldt Bay fishermen and plants were hopeful of further operations as the season advanced, since in some years albacore have been taken well into October.

"IMPORTANT TO FISHERMEN—PARTS FOR WASHINGTON DIESELS ARE ALWAYS AVAILABLE"

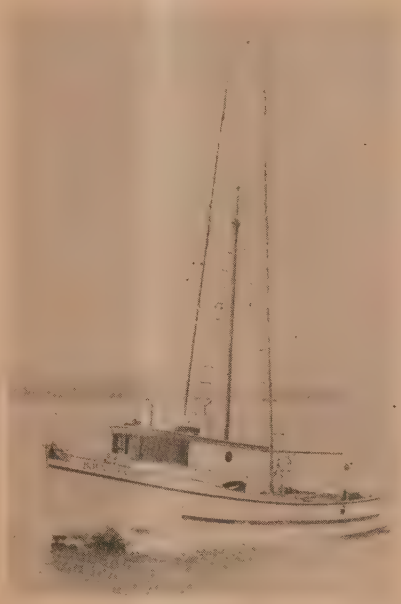
WASHINGTON IRON WORKS Since 1852
WASHINGTON DIESEL

SAN DIEGO BITE-SIZE ITEMS

Conte di Savoia and the *Conte Bianco* have joined the clipper fleet of Westgate - California Tuna Packing Co., San Diego. The first boat was purchased from the Castagnola family by National Marine Terminal, Inc. Louis Castagnola is skipper. The *Bianco* remains in possession of the Castagnola family. Laurie Massa is captain . . . The head of this very fine fishing family, Andrea Castagnola, died in San Diego Sept. 12 at the age of 70 . . . *Sun Dawn* and *South Coast* were among the clippers delivering good tonnage in late September . . . the *New Hope,* formerly of San Diego, is working successfully, it is reported in the Gulf of Aden, under charter to the Food and Agriculture Organization of the United Nations. The bait boat has demonstrated successful bait-catching technique in these waters. . . .

CORONET of San Diego, on an Albacore voyage, joined the list of 1953 casualties when the boat went on the beach a mile south of Punta Banda, Baja California. Don Coon was skipper of the craft which was owned by Roy Wilson and built originally as a Navy motor sailer. Coon reports the boat a total loss . . . J. W. Brennan, retired San Diego port director, has been named executive secretary of the California Joint Legislative Committee on Marine Affairs and Port Development. . . .

Fate of the 26-year-old San Diego fisherman who disappeared from the *Helen S* in South American waters still remains a mystery as this issue of *PFN* goes to press. Manuel Simas, managing owner, San Diego, has had no further word on the disappearance of John de Luz Silva since the original radiogram from the tuna clipper . . . The *Puget Sound* out of San Diego is reported to have fished Albacore successfully this season with a new type of gear constructed by Narmco of San Diego and Costa Mesa, Calif. . . . *Defiance* and the *Virginia R* recently returned from charter trips to Baja California to conduct experimental tagging of yellowfin and skipjack . . . The Inter-American Tropical Tuna Commission is looking for a charter of a San Diego tuna clipper to take part in the transplanting of 4,000 scoops of anchovettas from either the Gulfs of Panama or Fonseda to the Gulf of Nicoya.



One of the new trollers along the West Coast is the 38' *Bold Venture.* Of Monk design, the new boat is owned and operated by R. E. Berger of Ilwaco, Wash. and is powered by a 145-hp. Nordberg "Knight" gasoline marine engine, furnished by Oregon Marine Supply Company.

Eddie Miller of Southgate, Calif. has installed a new net puller on his **Dreamer,** registered out of Astoria, Ore. The work was done at San Pedro Boat Works. The winch is of his own design.

THE COMPLETE YARD

CONSTRUCTION — REPAIR
DRYDOCKING

DESIGNERS and BUILDERS
of Fine FISHING BOATS

SAGSTAD SHIPYARD

Foot of 20th N.W. DE. 6500
SEATTLE

SEASIDE
SUPPLY STORES, INC.

Complete Stock of
Commercial Fishing Supplies
ADAMS NETTING
Make our store your Headquarters
in SAN PEDRO
803 S. Palos Verdes TE. 2-7297
SAN PEDRO, CALIF.

THE FISHERMAN'S YARD

24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways • Complete Shops
HARBOR BOAT BUILDING CO.
Fish Harbor — Terminal Island, California

ADVERTISING INDEX

American Marine Paint Co. 37

Bibb Manufacturing Co. 54
Boicelli & Boss 47
Bryant's Marina 59

Cincotta Bros. 35
Coast Mfg. & Supply Co. 48

Electromatic Sales & Service 43
Enterprise Mfg. Co. 43

Fellows & Stewart, Inc. 52
Fitler Co., Edwin H. 51
Forster Shipbuilding Co. 52
Freeman, Doc 52
Freeman, Wood 59
Fremont Electric Co. 48

Harbor Boatbuilding Co. 53
Hart & Burns, Inc. 35
Heminway & Bartlett Mfg. Co. 52

International Paint Co. 42
Larson Boat Shop, Al 52
Linen Thread Co. 53

Marine Products Co., Pumps 47
Mathers Supply Co. 41
McKinney Co., H. G. 52
Metal Marine Pilot 39
Murphy Diesel Co. 36

National Supply Co. 47
N C Marine 39
Nordberg Mfg. Co. 45
Nordby Supply Co. 50

Pacific Towboat & Salvage Co. 52

Raytheon Mfg. Co. 42
Roder-Blackburn Corp. 52

Sagstad Shipyard 53
Seaside Supply Stores 53
Seattle Boat Show 38
Shepherd Marine 49
Sperry Gyroscope Co. 40
Standard Machine Works 52
Standard Oil Co. 54
Sudbury Laboratory 50

Tacoma Boatbuilding Co. 37
Techkote Co. 41
Tower Co., A. J. 51
Twin Disc Clutch Co. 46
Walter Machine Co., G. 49

Washington Iron Works 52
White & Sons, Inc., Wilfrid O. 50
Woolsey Paint & Color Co. 47

FOR THOSE big CATCHES

GOLD MEDAL NETTING

and SEINE TWINE

THE LINEN THREAD CO., INC.

116 New Montgomery St., San Francisco 5, Calif.

Pacific Coast Distributors: Pacific Marine Supply Co., Seattle • Oregon Marine Supply Co., Portland and Astoria • Pacific Fishing and Trading, Seattle • Tacoma Marine Supply Co., Tacoma • Harbor Marine Supply Co., Hoquiam • Cincotta Bros., San Francisco and Monterey • San Diego Marine Hardware, Inc., San Diego • Marine Hardware Co., San Pedro and Terminal Island • Nuttall-Styris Co., San Diego • Cia Exportadora del Sur, S. A., Guaymas, Sonora, Mexico. ***Canadian Representative:*** Western Leckie Limited, Vancouver, B. C.

New RPM 10-30 Special Motor Oil can save up to ¾ gallon of gasoline in every 5 gallons you buy

Now...a motor oil so superior it can save up to ¾ gallon of gas in every 5 ...a heavy-duty motor oil so far ahead that just one grade serves all cars and light trucks, all year 'round, in all climates. Proved in the toughest stop-and-go driving, easier-starting "RPM" 10-30 Special saves you money, saves engine wear, boosts performance. Start saving today with RPM 10-30 Special Motor Oil.

CAN BOOST GAS MILEAGE UP TO 15%—more miles per gallon in tough stop-and-go driving.

DESIGNED FOR OLDER CARS AS WELL AS NEW—covers all car manufacturers' motor oil recommendations.

LESS OIL CONSUMPTION—savings as high as 33% compared to light grade oils.

TOPS FOR HYDRAULIC VALVE LUBRICATION—cuts noise and sticking.

STEPPED-UP POWER—for better acceleration, more pull on hills.

EASIER STARTING—battery-saving starts in all weather.

MONEY-SAVING MOTOR PROTECTION—tops for preventing wear of critical engine parts.

ONE OIL FOR ALL PURPOSES—covers SAE grades 10W, 20W, 30; recommended for all seasons, all climates.

10-30 SPECIAL RPM MOTOR OIL

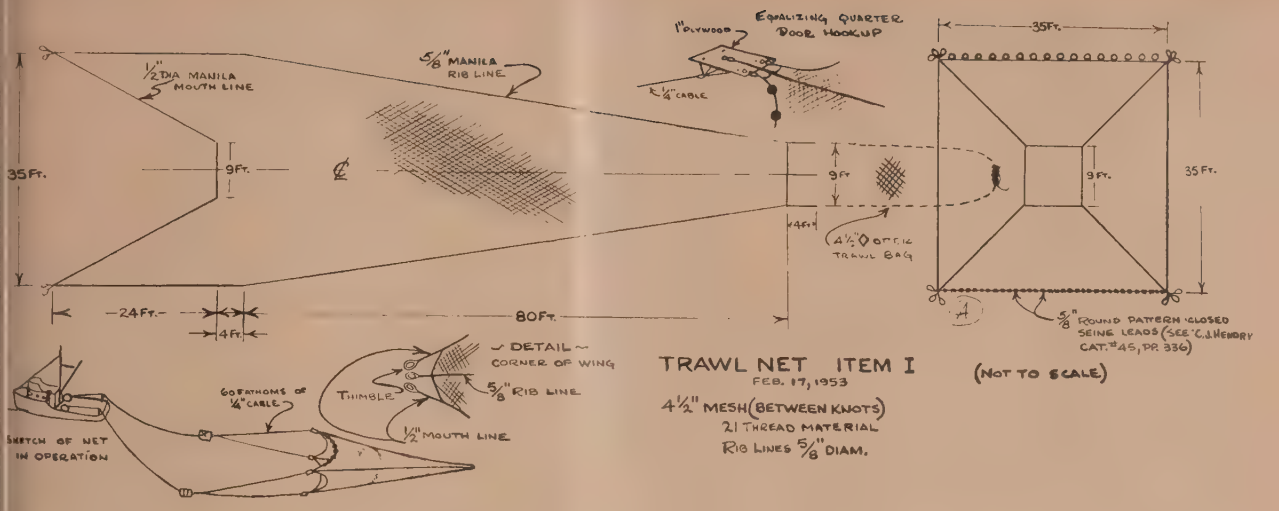
Certified

This is to certify that we have made our own investigation of RPM 10-30 Special Motor Oil. Our findings confirm the above claims regarding the qualities of "RPM" 10-30 Special.

THE TWINING LABORATORIES

By Fred W Twining

STANDARD OIL COMPANY OF CALIFORNIA



MID-WATER TRAWL

California Device Opens Sea To Fishing From Surface Down

SINGLE-BOAT mid-water trawl developed by the Marine Fisheries Branch, California Department of Fish and Game, to work commercially under Pacific Coast conditions may open up to trawl fishing the enormous mass of water lying below the reach of surface nets, and above the bottom.

Normally, most ocean fishing is concentrated in two zones—near the surface, and on or very near the bottom. So far as that is concerned, much of the sea is far too deep for bottom fishing.

The mid-water trawl can be fished from the surface down—no one yet knows how deep—without respect to whether the bottom can be attained or not.

The new device, which can be used with standard otter trawl gear, operates on the same principle as the parachute. Four quarter doors, or kite-like deflectors at the corners of the net, are forced outward as the net is towed through the water. Pulling against each other, they stretch the mouth of the net tight and wide open.

According to W. E. Ripley, assistant chief, Marine Fisheries branch, and James L. Squire, marine biologist, who developed the gear, the depth of fishing is only limited to the amount of wire rope on the trawling drum.

Ripley and Squire were familiar with previous attempts which had been made to devise trawl gear capable of operating commercially far above the bottom. They embarked upon the mid-water trawl development project because they wanted to secure samples of the fish available at mid-water depths, and to do it with gear which could be adapted to present trawl vessels and their equipment.

Tried out at sea off the California coast, the new gear readily took hake, rockfish, black cod, and miscellaneous non-commercial species.

Opens Wide Field

"This opens up a fishing zone never before touched by trawl nets," Mr. Ripley told a *Pacific Fisherman* field editor.

The main features of the new gear and net is that it can be pulled by a single boat at four or five knots into a school of fish without disturbing them before the net surrounds them, because there are no central bridles to cause water turbulence.

The net in the water roughly takes the shape of a cone, with small wings 24′ long extending from each corner. The cone tapers from an opening 35′ in diameter to one 9′ in diameter at the bag, a distance of 108′.

The mesh used in the net proper was 4½" mesh, 21-thread material, hung on 5/8" Manila rib lines at each quarter. Attached to the cork line were eight 8" Phillips trawl plane floats.

The lead line was made of 5/8" round pattern closed seine leads. The cod end had an extension of each rib line so that different sized bags could be attached readily for investigative purposes.

In the Department of Fish & Game operation a bag with 1½" mesh was used to sample fish of all sizes but of course California law demands that 4½" mesh, between knots, be used for commercial trawling.

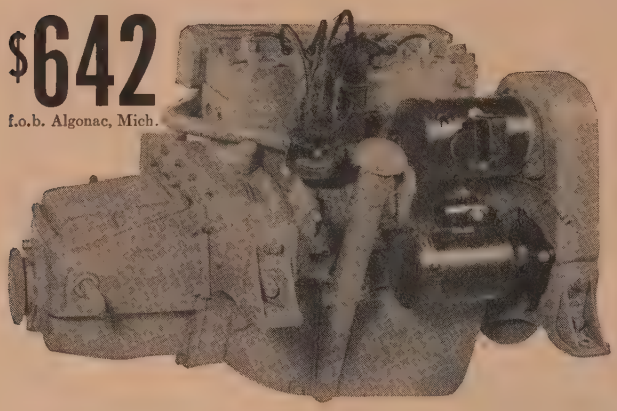
In order to keep the mouth of the net open to its widest extent there are four self equalizing quarter doors, made of marine plywood, 1" thick, 2′ wide and 3′ long. These must be exactly the same size and also must be hung to exactly the same dimensions.

The quarter doors were hung on the apex of each wing, with the mouth line attached to an eye bolt on the back side of the door just outboard but on the opposite side of the attachment to the rear bridle hook-up of the doors.

The rib line (5/8") was attached on the after side of the door at a point directly opposite the apex of the bridle chains of the quarter doors. This served to place a backward strain on the door, when the net was

WOW! NEW CHRIS-CRAFT 60 h.p. ENGINE for a low...

$642
f.o.b. Algonac, Mich.



World's greatest marine-engine value—spectacular, new 1954 Chris-Craft 60 h.p. Marine Engine for only $642, f.o.b. Algonac, Mich. Here NOW . . . ideal for kit boats and small runabouts, utilities and cruisers. Priced lower than any other 60 h.p. marine engine in the world! See a Chris-Craft Dealer or mail coupon *today* for FREE data on this and other Chris-Craft Marine Engines, 95 through 160 h.p. Buy NOW!

SPECIFICATIONS

Cylinders	4
Bore	3¼ inches
Stroke	4 inches
Piston displacement	132.7 cubic inches
Compression ratio	7.50:1
Horsepower	60 at 3200 revolutions per minute
Length	31½2 inches
Weight (without oil and water)	456 pounds
Standard coupling bore	1 inch

FEATURES

Safety-type, non-drip carburetor with separate idling system adjustment, automatic vacuum-controlled power jet and vacuum-controlled accelerating pump—all to insure low fuel consumption at cruising speed without sacrificing quick acceleration, flexibility and maximum power at full throttle

Full ignition equipment—balanced coil and distributor, heavy-duty generator, new wiring harness and starter with magnetic switch—specially designed for marine service

Full-length water jackets for uniform cooling and low oil temperatures

Positive-type oil seals for angle operation in marine service

Heavy-duty, custom-built pistons, heat-treated for marine use

Custom-built marine-type crankshaft of special carbon steel, Tocco-hardened and precision balanced, statically and dynamically

Completely salt-water equipped

(Price, specifications and equipment subject to change without notice.)

CHRIS-CRAFT CORP., MARINE ENGINE DIV., ALGONAC, MICH.
WORLD'S LARGEST BUILDERS OF MOTOR BOATS

CHRIS-CRAFT CORPORATION
Algonac, Mich.

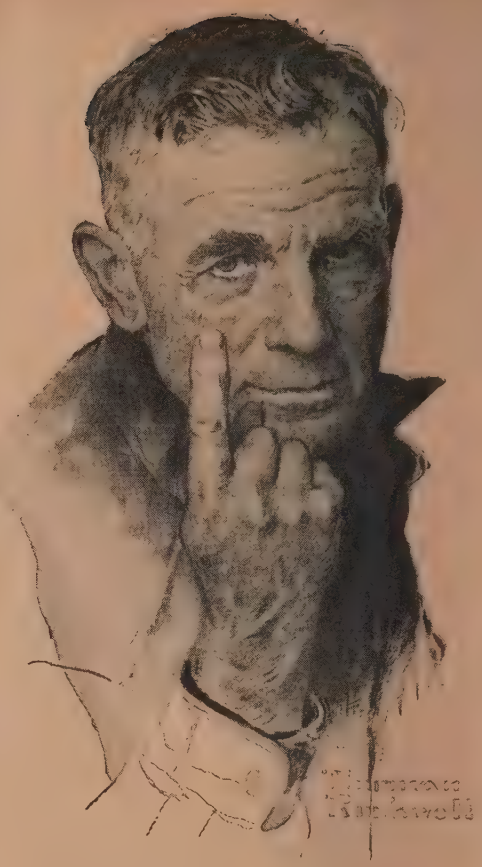
FREE!

Send FREE Chris-Craft Marine Engine Literature to:

Name_____

Address_____

City_____ State_____



"There's only ONE reason!"

IT'S JUST THAT SIMPLE. There's only one reason in the world why so many commercial fishermen prefer Roebling wire rope... *it costs a lot less on the job than any other.*

For maximum wire rope efficiency and economy, call your nearest Roebling office for a Field Man. He'll recommend the best ropes for your type of fishing.

ROEBLING CF&I
A subsidiary of The Colorado Fuel and Iron Corporation

JOHN A. ROEBLING'S SONS CORPORATION, TRENTON 2, N. J. BRANCHES: ATLANTA, 934 AVON AVE. • BOSTON, 51 SLEEPER ST. • CHICAGO, 5525 W. ROOSEVELT RD. • CINCINNATI, 3253 FREDONIA AVE. • CLEVELAND, 19225 LAKEWOOD HEIGHTS BLVD. • DENVER, 4801 JACKSON ST. • DETROIT, 915 FISHER BLDG. • HOUSTON, 6216 NAVIGATION BLVD. • LOS ANGELES, 5340 E. HARBOR ST. • NEW YORK, 19 RECTOR ST. • ODESSA, TEXAS, 1920 E. 2ND ST. • PHILADELPHIA, 230 VINE ST. • SAN FRANCISCO, 1740 17TH ST. • SEATTLE, 900 1ST AVE. S. • TULSA, 321 N. CHEYENNE ST. • EXPORT SALES OFFICE, TRENTON 2, N. J.

set, causing the door to sheer outward and to assume the proper diving attitude.

Quarter-Doors Hold Secret

The entire principle of causing these doors to operate properly was dependent upon the tendency of the door to equalize itself in direction when the strain was placed upon the mouth lines of the net through water resistance.

The equalizing quarter doors are bridled with 60 fathoms of ¼" wire rope to the main otter doors, as in regular stern-set two-wire trawl operations. These two main otter boards are standard, about 750-lbs. in weight each, and were used as diving depressors as well as underwater sheer boards. The tendency of the main boards was to dive down and outward. With 100 fathoms of cable out, the spread was about 200'.

Measurements of the spreading influence on the quarter boards showed that the net itself at the end of the 60' bridle opened to between 28 and 30'. The bridles were attached to the main doors with a dandelion hook-up, permitting the bridles to be spooled on the trawl winch.

When using the new type gear the bag of the net was tossed overboard with slight headway on the boat. The two port and two starboard quarter doors were brought up snug against their respective davit blocks. The net was payed out slowly until it was all out and under strain to the doors. The setting speed was maintained at about 1 knot and the brakes on the trawling winch were released slowly to pay out the doors and bridles at the same rate.

Said Mr. Ripley: "It is important in setting the gear that the *bottom* quarter doors be placed in an outboard position to its 'partner' door. This allows freedom for the bottom door to dive into its proper position of about a 30° angle of attack.

"As the bridles are being set, all four doors will have a tendency to plane on the surface until 20-30 fathoms of bridle are out. This is mainly due to the fact that the resistance of the quarter doors is greater than the resistance of the net itself. When about 30 fathoms of cable was reached the speed of the ship was increased slightly to cause a greater drag, which would usually result in the outboard quarter doors flipping over and diving into their proper fishing position.

"After this, headway was maintained, the main doors attached to the ends of the respective bridles, and the gear set as in regular trawling operation."

Mario Salvarezza, Coast Marine Supply Co., Fishermen's Wharf, San Francisco, was awarded the contract by the department to build the net. Fish Net & Twine webbing was used. Doors and rigging were built by the Department of Fish & Game.

The first test of the gear took place in June, 1953. The boat used was the Department's sea-going research vessel *N. B. Scofield*, 100' long, and powered with a 350-hp. Union diesel engine.

Sequence views of setting a California mid-water trawl. Upper picture shows the attachment of the four quarter-doors, here in kiting position, with the net trailing behind, as the gear is gradually payed out. In the lower picture, with about 30 fathoms of bridle out, the outboard (bottom) quarter-doors are diving. (Photos by W. E. Ripley, Calif. Department of Fish and Game.)

The tests were made off Anacapa Island in the Santa Barbara Channel, and drags were made at 250 fathoms. After successful shakedown trials with the gear it was stowed on the after end of the *Scofield* awaiting indications of fish on the Bendix depth recorder.

The next time the gear was used was several days later off Sousa Rock, Avila Bay, where dense indications on the Bendix depth recorder were seen on making port.

"Here is where the real trial of the gear took place" said Mr. Ripley. "Drags were made at 10 fathoms below the surface and we caught hake, rockfish, and small black cod. Although no commercial quantities of fish were taken in this haul the fact that such rapidly swimming fish as hake, rockfish, and black cod were taken in this 4½" mesh net indicates that the gear has operating efficiency."

According to Mr. Ripley, this new type gear opens up an untouched fishing area, because according to the California Marine Research Committee, hake forms one of the most abundant of our undeveloped fish resources. Hake can be manufactured into fish patties for human consumption, used as fresh fish, and processed for animal food. Sharks could also be taken with the gear as well as rock fish, black cod, etc.

The trawl winch used was built by Tacoma Boat Building Co., Tacoma, Wash., and has capacity of 10,000' of 7/16" wire rope.

Mr. Ripley said the gear can be used on regular commercial trawlers with their own trawling winches and no modifications are needed.

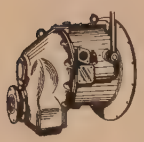
DEPENDABLE

S-N

MARINE GEARS

preferred by fleet and boat owners for economy in operation.

Hydraulic



Manual

Air-operated

Designed specifically for marine engines, S-N gears have these superior features: an exclusive **cone design clutch** with non-metallic lining which creates less heat and gives longer life. It is a type of **wet clutch** which assures proper lubrication of all bearings and working parts; a **balanced reverse gear train** that transmits 100% of the engine's speed and power smoothly; **herringbone reduction gearing** that has more than ample capacity, is rigidly supported on both ends by husky bearings.

ON THE FINEST MARINE ENGINES 4 TO 1000 H.P.

SNOW-NABSTEDT

Transmission Engineers

FOR NEARLY HALF A CENTURY

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.

When you ship green water

...keep dry

U. S. Rubber Raynster workmanship means built-in dryness. They're vulcanized—really watertight at seams and closing. Rubber compounds provide resistance to abrasions, sun, cold, and the Neoprene Peerless has additional resistance to oils and acids. Roomy, for action-comfort and longer wear.

U. S. RUFF-N-TUFF EUREKA SUIT
- inside fly front
- rust-resistant ball, socket fasteners
- underarm ventilation
- overalls: bib front, elastic suspenders

U. S. SQUAM HAT
- reinforced water-shed brim

BLACK EUREKA BOOT
- duck lined, "shockproof", thigh-high

U. S. PEERLESS NEOPRENE SUIT
- neoprene outside, inside
- resists acids oils
- corduroy-tip collar
- rust-resistar ball and socket fasteners
- overalls: bi front, adjustable suspenders, cut-off ban

U. S. SQUAM HAT
- reinforced water-shed brim
- chin stra

★ SOLD ONLY THROUGH INDUSTRIAL AND RETAIL STORES ★

makers of

U. S. INDUSTRIAL RAYNSTERS®

U. S. ROYAL RUBBER FOOTWEAR

UNITED STATES RUBBER COMPANY

Rockefeller Center • New York

Quesnel Power Dam To Be on Barren Fork

The British Columbia Power Commission, the government's hydro-electric agency, plans to proceed next year with the initial stages of a power project on the north fork of the Quesnel River at a cost of $9,000,000.

Originally the government had considered a power site on the south fork of the Quesnel, which would have been a less costly undertaking, but the International Pacific Salmon Fisheries Commission and other groups protested that this would interfere with the important Sockeye salmon run to that stream.

There is still a good deal of discussion as to the wisdom of providing a hydro plant anywhere in that district inasmuch as the potential demand for industrial power is extremely limited; and building of the proposed natural gas pipeline through that area from Alberta would probably provide cheaper energy.

Rolf Ostrem, left, newly-appointed manager of the Union Fishermen's Cooperative Packing Co., Astoria, Ore., and C. O. Moberg, president of the company. Mr. Ostrem in September succeeded Anton Sorensen, who retired after serving the company for many years as president and as manager.

Stepped-Up Scientific Research Essential in Alaska, Says Union

Stepped-up scientific research is essential if the salmon fisheries of Alaska are to be brought back to healthy productivity and not allowed to decline further to a condition from which there can be no full recovery, the Alaska Fishermen's Union is telling West Coast congressmen this fall, urging them to recognize the problem as a national one, deserving of attention on a national scale.

George Johansen, secretary-treasurer of the union, in October submitted impressive facts and figures to back the contention, and brought them forcibly to the attenion of Pacific Coast congressional leaders as a preliminary to making an all-out fight for the matter in Interior and Congress after the latter reconvenes.

Kernel of Mr. Johansen's data shows the average pack of salmon in Alaska from 1933 to 1942, inclusive, as 6,201,694 cases; and from 1943 through 1952 at 4,170,294 cases. (Obviously, the latter average would be even lower if 1953 were included.)

This shows that the average pack in the last decade has been 2,031,400 cases under that of the decade preceding. In commenting on these data and particularly the 1953 season, Mr. Johansen is exceedingly restrained. He says: "Both the industry and the fishermen experienced heavy losses.

"It can readily be seen from these figures that our fishing industry in Alaska is in serious danger. We feel that the only answer is scientific research which will in time tell us what is wrong and give us a chance to correct the situation."

He brings up also that the Japanese high seas fishing expeditions in the vicinity of the 175th meridian took in excess of 7 million salmon, of which about 4,240,000 fish apparently were taken along the coast of the American Aleutians.

He urges that the government undertake a sound program in an effort to ascertain to what extent these fish may have originated in American streams, as only by such means can the demarcation line be moved further to the west under the terms of the North Pacific Fishery Treaty.

The Alaska Fishermen's Union recognizes the necessity for strict government economy, and reaffirms its support of reduced government expenditures, but cities the salmon situation in Alaska as an emergency demanding immediate, intensive, and intelligent research if a resource of incalculable value is not to be lost to the American people.

(Editor's Note— Mr. Johansen is not so blunt as to suggest it, but there are thoughtful persons close to the fisheries, and well acquainted with the Fish and Wildlife Service, who feel that a realistic re-examination of its budget might readily find in present appropriations sufficient funds for scientific research in Alaska without eliminating any of the Service's essential functions.)

Panama "Adheres" to Tropical Tuna Program

On August 21 the Republic of Panama became a member of the Inter-American Tropical Tuna Commission, joining the United States and Costa Rica who have been members since the commission was formed. As this issue of *Pacific Fisherman* goes to press, Panama had not yet named its representative. It is entitled to from one to four members on the commission.

Headquarters in the United States for the Commission is at San Diego, at the Point Loma offices of the Scripps Institution of Oceanography.

Chas. E. Cocks Jr. Dies

The many friends of Charles E. Cocks, Union Fish Co., San Francisco, were offering condolences last month on the death of his oldest son, Col. Charles E. Cocks Jr., USA Medical Corps.

Col. Cocks, 45, a veteran of Korea, leaves a wife and two children, and beside his father, his brother Stanley, also associated with the Union Fish Co.

MODERNIZED STRAIGHT-LINE

NO POOR COUSINS in the Star-Kist family. Therefore, on completion of the world's largest and newest tuna cannery, Plant No. 4, (see *Pacific Fisherman*, Nov., 1952) the management of Star-Kist Foods, Inc. (formerly French Sardine Co.) turned to the modernization of Plant No. 1, which on the ground floor housed hand-pack tuna lines, and on the second floor, sardine and mackerel canning machinery.

The highly-mechanized character of modern tuna packing is evidenced by these pictures from Star-Kist No. 1, recently re-equipped for full efficiency. In the upper picture, on the left, is seen one of the Pak-Shapers, mechanically filling solid-pack cans. The operator on the left checks weight, which the mechanical filler delivers with astonishing precision. In the lower view, again looking toward the Pak-Shapers, the Continental closing machines seal the cans after they have been oiled, salted, and "Ac-cented."

Modernization of the plant brought the creation of a combination solid pack and chunk line, using a standard model Pak-Shaper and a Standard filler, utilizing stainless steel belting and power transmission, similar to that in use at Plant No. 4. A new model Pak-Shaper, specially designed to handle local Albacore, works off the new combination line, to which are routed loins for automatic solid-packing.

There is another new chunk line, working with a portable chunk cutter and a Standard chunk packer.

Packing on the 1-lb. tuna line is by hand, on new stainless steel tables. Cleaning of the tuna is carried on side tables, and the loins are carried on boards to the packing table. Star-Kist packs tuna in 1-lb. tins, solid, chunk and grated. Fancy Albacore in ½-lb. tins are processed on this hand-pack line.

Simplified Flow Sheet Proves Effectiveness

The straight-flow work principle, which contributes to the success of Plant No. 4, has been utilized in the modernization of Plant No. 1, with the result that there is now much less shuttling of racks from cookers to the cleaning and packing tables.

Sixty women are now employed on each of the major tuna lines, 300 women in all. The floor space was increased 20% by the removal of a boiler (now there are approximately 15,000 square feet in the packing room). Two new Model CR 415 Continental closing machines were added to the plant's equipment, serving the combination solid and chunk pack line.

The four double cookers now functioning in the plant are new. Carried over from the previous operation are three single cookers. Total capacity is now 55 tons.

Conveying of cans by gravity overhead system is a feature of the new plant, with distribution from one central point. The unscrambler is a machine similar to that in use in Plant No. 4. Five Point Engineering built this, as well as engineered the overhead system.

MECHANIZED TUNA PACKING

Two new continuous butchering tables permit more efficient handling of the raw tuna. Fairbanks-Morse Co. supplied sump pumps, one for each table. Four new deck hoists have been added, making six in all.

Processing Retorts Handle Three Products

The 21 retorts in the plant, not new, serve not only the tuna lines, but also the mackerel and sardine canning facilities on the second floor. The plant's two washers were re-built, but it was not necessary to alter the flow of cans from the unscrambler to the warehouse for labeling, etc. The cans are carried now, as before, by overhead across the street to the warehouse.

Plant No. 1 also handles all of Plant No. 4's reduction, as well as that from its own tuna and sardine operations.

"Accent" (monosodium glutamate) is being added to all cans of Star-Kist solid and chunk tuna in Plant No. 1, with the customary salters at work for dispensing, five in all.

Andy Tutanich has been transferred from Plant No. 4 to become superintendent of the modernized Plant No. 1. Marion Berkich is foreman; Louie Lamont, fish room foreman. Nick Felando is in charge of the cookers. Matt Bogdanovich and Nick Simich are packing room foremen, Helen Draskovich, floor lady. Joe Wida manages the retorts and John Dasko supervises reduction. Joe Kadich is warehouse foreman.

Star-Kist management feels that within the limitations of the existing structure at Plant No. 1, a creditable job has been done in extending the benefits of Plant No. 4 engineering to the smaller, but now highly efficient Plant No. 1.

By straightening the flow sheet of the cannery and increasing the degree of mechanization wherever possible, they have provided comfortable conditions in which employes can work efficiently and without fatigue.

Here is the staff of Star-Kist No. 1—Andy Trutanish, left, superintendent; Nick Simich, foreman; Helen Draskovich, floor lady; and Matt Bogdanovich, foreman. In the lower view an operator checks the product of the Star-Kist patented "diamond" chunk cutter, which divides the loins diagonally for uniformity of product before they pass to the Standard chunk filler on the right.

American Products Now U. S. Freezer Corp.

The partners in American Products Co., Monterey, this fall incorporated and changed the name of the company to U. S. Freezer Corporation.

Frank Capuccio, who has managed American Products Co., packers of frozen fish, for years, is president; with John Martin as vice president, Jerome Lucido as secretary and Bob Smiley as treasurer.

The company packs frozen bait, squid, sardines, Spanish mackerel, sole fillets; and also does a wholesale trade in local Monterey fish throughout California. It maintains a restaurant supply department and specializes in abalone, prawns, crab, shrimp, scallops, lobsters, and oysters.

That is the reaction of practically every one of the hundreds of commercial craft owners who have switched from standard 3 - 4 blade wheels to the revolutionary new MICHIGAN STAR 5-blade wheel.

IT ELIMINATES . . .

RUINOUS STERN VIBRATION . . . INCREASES SPEED . . . SAVES FUEL . . . GIVES BETTER REVERSE AND STEERING

Ask **YOUR DEALER ABOUT TH MICHIGAN STAR**

In most cases conversion to the STAR requir no compensating adjustment of RPM, dian eter or pitch. Costs only a little more tha a standard 3-blade wheel.

MICHIGAN WHEEL COMPANY, Grand Rapids 3, Mich.

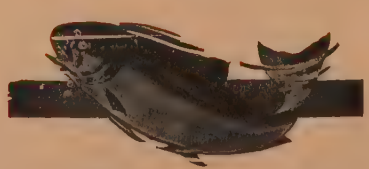
A Continuously Constructive Force in the Salmon Industry . . .

OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON



Cable Address:
"NAECO" All Codes

FOOD FISH MARKETING
ection of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

November 1953

Salmon Sellers Far Apart In Appraising Fall Trade

Opinions about the state of the salon market at presstime were as aried as there are kinds and brands salmon, and salmon sellers. Whener you found agreement it was *EWS.*

Making allowances for minor differces, two primary Bodies of Thought ith respect to the salmon market came apparent through the fog of nflicting testimony.

Before going into an analysis of ese two Bodies of Thought, let's acowledge right here that there *was* nsensus on a few points:

1. That they'd like to see prices gher;

2. That higher prices could not be pected currently, despite the short laska pack.

Now let's examine the two Bodies Thought. Virtually all sellers emed to be subscribing to one or the her of these, although of course th reservations on a few points of e general doctrine.

Body of Thought No. 1—That the lmon demand through October nked with the Worst Ever, and that siness done had been but a fraction normal. (This opinion found its imary expression among brokerage ms, engaged primary in selling the oduction of others.)

Body of Thought No. 2—That sales lume had been quite satisfactory, rticularly in Pinks; that stocks had en brought down in some cases to e point where it had been necessary buy from other sources to cover asred orders. (This was the view reted by packers' sales departments allied firms.)

ll Chums

At presstime there was still a good al of doubt as to the ultimate size the pack of Fall Chums. Alaska d yielded some 125,000 cases of ese goods, but Puget Sound had not tten a fair start at packing, with early-season price dispute delaying cking. In British Columbia the hnston Strait fishery for bright ums seemed slow in starting, with e freezers bidding busily for the rly fish.

The fall Chum price seemed firmly chored at $13, a buck under the $14 ure for standard Chums. It seems discount all probabilities with respect to volume, leaving little reason to think that late fall production might result in weakness.

Consignments

Lots of talk of consignments this fall, mostly the "buyer's warehouse" type. The number of such parcels, their size and wide distribution seemed to be less cause for comment than the variety of terms under which they were laid down. No pattern was apparent in these terms, which seemed to run the whole range from "What have you?" to "What'll you give?"

Retail Selling

Some mighty attractive retail pricing on salmon, often keyed-in with use of the Canned Salmon, Inc., publicity and recipe folder dispensers. For the past several years retail merchandisers have been contending that Pinks should be priced at a retail level of about 49c to command really ready movement.

The Saturday before this was written the A. & P. stores in Seattle featured their national "Cold Stream" brand of Pinks at 41c. The goods were offered in big pyramids placed immediately following the pick-up point for the carts, and plastered with the Salmon Autumn Loaf recipe dispensers.

Granted of course that the A. & P. Pinks offered in Seattle had not paid any freight from the Coast. Even after making allowance for this and other savings, one has to admit that a retail price representing only $1.68 gross recovery above the packer's price for such goods is pretty close figuring.

Import Situation

The import situation in canned salmon lacked clarity as this was written. The Canadians have added one of the largest packs in the history of their industry to the substantial carryover which they had on hand July 1. More than half of the new pack is in Pinks. Qualified observers who have examined these fish say they are sweet and sound and should have little or no difficulty in meeting official standards if they seek entry to the United States. The trade in Vancouver makes no bones about being prepared to ship in the neighborhood of 350,000 cases of Pinks into this country. That's about the same amount as last year. Some of it had already come in before the end of October.

At time of writing the Canadians had a top-level delegation in the United Kingdom, seeking to negotiate a deal by which the British would purchase a substantial quantity of Canadian salmon. If the deal is made, it will undoubtedly produce some easing of the pressure to ship to U. S. Latest reports at presstime said Britain had agreed "in principle" to place orders for Canadian salmon, with the understanding that the packers would undertake to purchase British-made equipment and supplies to an approximately equal amount. Whether this would produce any immediate business was unclear.

Shrimp Imports

During September some 178,794 pounds of frozen shrimp were imported into the United States through Nogales. This was held in storage from the previous season, since the current fishing concentration did not begin until October 1.

Willapoint Oyster Sales Contracted to Van Camp

Marketing of Willapoint canned oysters and oyster products is placed in the hands of the Van Camp Sea Food Co. under a contract announced in October by Ward C. Kumm, Seattle, president of Coast Oyster Co., largest producer of Pacific oysters and owner of the Willapoint label.

Van Camp Sea Food Co. is a dominant factor in tuna production and marketing, with volume of business which puts it in the very front rank among American fishery operators.

The contract, which is now in effect, gives Van Camp exclusive marketing of all Coast Oyster Co. canned products, whether under Willapoint label or another. Willapoint Oysters, Inc., which has marketed the products for many years, becomes inactive, according to Mr. Kumm.

"Since the introduction of our canned oyster stew a couple of years ago, its popularity has increased gratifyingly, and the volume produced has been largly expanded. With the vastly increased merchandising system of the Van Camp Company, we anticipate further substantial growth in demand; and we are preparing to meet it," said Mr. Kumm.

When the announcement was made the company had already arranged for the oyster yield of some 1,600 acres of additional oyster beds on Willapa Harbor. The company there has very large holdings of its own which have been cultivated for a good many years; while it has contracted for oysters from a number of other growers.

The Coast Oyster cannery at South Bend, Wash., was substantially improved and enlarged during the summer season and goes into the winter packing season with larger capacity than ever in the past.

Among the new features of the Coast Oyster operations is the crushing—not grinding—of the shell coming from the opening rooms, and its return to the beds, where it provides basic cultch and at the same time returns to the water the minerals required for shell formation in growing oysters.

In announcing the sales contract with Van Camp Sea Food Co., Mr. Kumm emphasized that the arrangement concerns canned products only; and that Coast Oyster's frozen oysters, frozen breaded oysters, and frozen fried oysters are not included and will be marketed through channels specializing in the sales of packaged frozen products.

Wm. O. Dooms Firm Enters Fish Brokerage

William O. Dooms and Pat Heage ty have formed Wm. O. Dooms C sea food brokerage firm at 3105 Gro St., Oakland, with Ed Gove as a su broker in Fresno.

Mr. Dooms has been in the fish sal business for a number of years, ha ing been connected with Norfish Sal Co., Oakland, and with E. H. Bendi sen Co., Seattle. Mr. Heagerty h also been in the food brokerage a distribution business for some year and was with Norfish Sales Co. al before going into business for himse

The new firm represents the Ne England Fish Co. "Bellanna", bran 1 and 5-lb. frozen fillets and steak Gorton Pew Fisheries, 1 and 5-l fillets, cod fish cakes, scallops, "Un Fil-Lets," and canned sea food "Golden Cove" abalone patties a steaks, produced by Pierce Bros. Fis eries, Santa Barbara; Reuthers Se Food Co., Fla., breaded fan tail shrim and raw headless shrimp; Wakefield Deep Sea Trawlers, Seattle, froze Alaska king crab; Ivar Wendt, "P cific Pearl" sea foods, crab meat, sa mon, clams, oysters, oval sardines, an smoked oysters; Holmes Packing Co Eastport, Me., canned sardines; Me etio Sea Food Co., St. Louis, Golde Dipt ready mixed breading; and Trou Industries, Seattle, frozen rainbo trout in 1-lb. packages.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Sales Representatives
Now Available for Shipment
Peruvian Bonita
Call us for our offerings
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

C. F. BUELOW
COMPANY
INC.
Distributors
Alaska and
Puget Sound
Canned
Salmon
Crab Meat
and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

A QUALITY CANNED SALMON FAMILY
UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by
ADVERTISING
and a planned
PROMOTION

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

EATTLE MARKET

Prices openly quoted at presstime, fob. acific terminals. All prices in cases of 48 ns, unless shown otherwise.

aska Red 1s	$27.00
aska Red 1s (from frozen)	25.00
aska Red ½s	17.00
hc 1s	20.00
ho ½s	12.00
ho ¼s	8.00
nk 1s	18.00
nk 12/4	19.00
nk ½s	10.00
um 1s	14.00
um 1s (fall)	13.00
um 12/4	14.50
um ½s	8.00
ckeye ½s (hand)	18.50
ckeye ½s	17.50
ckeye ¼s	10.50
inook ½s (fancy)	20.50
inook ½s (choice)	12.00
inook ½s (standard)	10.50
zor clams ½s	13.25
bacore ½s	14.50
bacore ½c	14.50
sters 24/10	8.00
ad 1s	7.50

PACIFIC PEARL

Crab, Salmon, Clams
Tuna and Oysters

IVAR
WENDT

Exclusive Sales Agents

701 Central Bldg., Seattle 4, Wash.
Telephone ELiot 1272 • Teletype SE-573

Easy to Remember! Easier to Sell!
J. R. BARRY & CO.
38 Cannery St., P. O. Box 126 TErminal 2-6488
Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel

Pacific Fisherman's
CANNED FISH HAND-I-BOOK
To be Issued in Second Edition

In 1950 *Pacific Fisherman* published its "CANNED FISH HAND-I-BOOK," which more than any other fishery publication before or since seemed to meet the information needs of the fishing industry.

Demand for the First Edition was widespread and extra printings were required, until more than 25,000 copies were distributed, in addition to those published in the 1950 *Yearbook*.

Ever since the supply of Hand-i-Books became exhausted and the issue went out of print we have been urged by the industry to prepare and publish a Second Edition.

So general and so insistent has this demand become that we have embarked upon the preparation of a Second Edition, which will be published in connection with the 1954 *Yearbook*, and will be available in the form of separate copies immediately after the *Yearbook* is issued.

In view of the industry's interest in the matter, we are studying the Second Edition very closely. It will be far more than a reprinting, and will be in effect a Second Edition, incorporating the ideas suggested by many men in the industry over a period of four years, plus refinement of the original material and the addition of current statistics and technological information.

As a number of companies urging us to undertake this Second Edition have requested that it be printed in such a way that quantity purchasers could identify it with their business for distribution, we are preparing to publish it as a 32-page book with "self cover." This makes approximately 50% reduction in cost, and at the same time will permit purchasers to add their own covers if desired.

Prices for the Hand-i-Book in the form described above will be:

1 to 24 copies	20c per copy
25 to 99 copies	17c per copy
100 to 999 copies	13c per copy
1,000 or more	10c per copy

We are prepared to assist purchasers who may want a special cover, perhaps with their *Yearbook* advertisement on the back. Such covers can be prepared and binding completed by our printer. If you will submit your ideas and outline your requirements, a cost estimate will be furnished promptly.

Covers furnished by the customer can be bound on the booklets in our plant at $15 per M. All prices are f.o.b. Los Angeles printer or Miller Freeman Publications office, Los Angeles.

Orders for Any Quantity of HAND-I-BOOKS in Excess of 10 Must Be in Our Hands by December 15, 1953

Pacific Fisherman, 71 Columbia St., Seattle 4

Markey Joins Boyd-Collins

William B. Markey has been added to the staff of Boyd-Collins Co., San Francisco sea food brokerage house.

Mr. Markey was formerly with the LaSalle Sales Co., and Wm. B. Markey Co., San Francisco, and prior to that had a number of years experience in the Seattle fish business.

Warren Boyd, partner in Boyd-Collins Co. said that Mr. Markey would handle sales of fresh, frozen, and salted fish in northern California.

L. A. Woodruff, San Francisco is installing a GM 2-71 diesel engine in his crab boat. The engine was sold by and will be installed by Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco.

B. C. Salmon Sellers Talk Trade in United Kingdom

The British government has agreed "in principle" to a plan whereby it will place orders for British Columbia canned salmon in return for an undertaking that the packers undertake to purchase British-made equipment and other supplies of approximately equivalent value.

Canadian Fisheries Minister James Sinclair of Vancouver announced in London, October 3 that no formal commitments would be made at that time; the deal, he said, was in the nature of a "gentlemen's agreement." R. A. B. Butler, British chancellor of the exchequer, informed him that additional orders for canned salmon could not be placed immediately as dollar allocations for 1953 had already been expended.

British Columbia salmon canners were determined to make the strongest possible bid for increased business from the United Kingdom this year, because it is doubtful whether the industry ever had greater need for expansion of the export market.

Representing the packers at a series of conferences with British purchasing authorities in London were John M. Buchanan, president of B. C. Packers, and Roger T. Hager, president of Canadian Fishing Co. They flew to England late in September and were joined in London by Hon. James Sinclair, Canada's minister of fisheries, who had pledged his support to the industry and acted as an effective spokesman in the negotiations with various British leaders.

Prior to the arrival of the delegation, Ken Fraser, a director of B. C. Packers and manager of the company's big Imperial plant at Steveston on the Fraser River, had made an exhaustive inquiry with a view to ascertaining how British Columbia's fishing industry might be able to reciprocate in some measure for anticipated British purchases by ordering British equipment, engines and gear. This survey was regarded as particularly significant in view of Britain's continuing shortage of dollars.

As a major move in this connection, the canners had hopes that can manufacturers would use a large proportion of Welsh tinplate in the manufacture of cans for use of the British Columbia fish packing industry next year.

Monterey Sardine Men Protest Herring Rule

The Monterey Fish Processors A sociation is drafting a protest to use of the name "large sardines" cans of Maine herring.

The Monterey group has no s dines to protect at the present ti but will contend the sale of herr in oval cans labelled "sardines" v do harm to the industry.

Officers were re-elected at meeting of the group. They are bastian "Buster" Sollectio, Enterpr Packers, president; James Tolags Oxnard Canners, Inc., vice-preside George Leutzinger, Peninsula Pa ing Co., secretary-treasurer. Geo Clemens, former executive secreta continues as consultant. Board me bers beside the officers include, D. Saxby, California Packing Corp., a J. R. "Buck" Perry, Carmel Canni Co.

The **Debi Dee**, 34 foot fishing boat, w aground on the Silver Strand, San Die in mid-September. Aboard was the sk per-owner, Floyd A. Hill, and a crewm After being re-floated by the Coast Gua the boat made port under her own pow

Benny Pignatti, skipper of the S Francisco trawler, **Admiral King**, is re-r ging his craft to go shark fishing.

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

there is no Finer Quality
OCEAN GLEN
Alaska PINK SALMON
PRODUCED AND DISTRIBUTED BY
WHIZ FISH PRODUCTS CO.
2000 ALASKAN WAY - SEATTLE 1, WASH.

'OR WASTE-FREE PROCESSING OF YOUR SEA FOOD

Use

MODERN MAID

REDI-BREADER and All Purpose Batter Mix

The Perfect Combination for all Sea Foods to be Breaded, Frozen and Fried

Whether you bread fillets or a sea food platter, you can be sure of quality ingredients when you use MODERN MAID. *Redi-Breader* and All Purpose Batter Mix work equally well in automatic breading machines or in manual operations.

Write for Special Formulations and Other Technical Data.

Associate Member Nat'l Fisheries Inst., Shrimp Assn. of the Americas, NFFDA

THE MOST ECONOMICAL METHOD FOR BREADING FILLETS AND ALL SEA FOOD

MODERN MAID FOOD PRODUCTS, Inc.

110-20 Dunkirk Street, Jamaica 12, New York

Represented by: Ivar Wendt, Seattle; Wyman Foorman Co., San Francisco; Brown Brokerage Co., Los Angeles

---

ONG QUIET LIFE

Another Tuna Clipper Cutless Equipped

Soft Rubber Water Lubricated

If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boats out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing—the bearing fishermen depend on to keep them fishing.

Large west coast stocks of popular sizes. Factory stocks to 10-inch shaft sizes available overnight by air.

See your ship repair yard, marine supplier, or write—

LUCIAN Q. MOFFITT, INC.

AKRON, 3, OHIO

Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT

YOUR PRODUCTS *Look Better - Taste Better - Sell Better*

When Processed with Modern and Economical

AMERIO Double Contact Pressure Plate Freezers

(U.S. Pat. No. 2,608,069)

The sharp, fast freezing assures full flavor and quality retention.

The Amerio hydraulic control and plates with top and bottom contacts give uniform freezing throughout.

You always get flat, uniform packages for stable stacking in the dispensing units.

Continuous high productio means uninterrupted operations

Outstanding Amerio Economy i another vital factor for proces sors. You enjoy lower power con sumption per pound of product maintenance costs are negligi ble. Cleaning time is reduced.

The consumer appeal resulting from full quality retention and uniform packages is a splendid aid in extending distribution and point of sale recognition.

Wide flexibility is another feature. You can freeze various sizes o packages and even various products in the one load and auto matic action.

When You Freeze with Amerio You Know It's Right

Designed For Ammonia, Brine or Freon Refrigerant

Amerio
Contact Plate Freezers Inc.
Union City, N.J.
"It's the Contacts that Count"

Send For Illustrated Brochure

SAN JUAN BRAND

TRADE MARK

SAN JUAN COPYRIGHTED

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. **SEATTLE 4, U. S. A.**

ary Studies Tuna n South America

Harold Cary, general manager of e American Tunaboat Association, an Diego, was expected to return to s office early as this issue went to ess. Mr. Cary had been in South merica for almost two months, seek- g to establish better understanding tween South America's western-sea- ard countries and the American na fishing industry. He was sched- ed to make a report to the Tuna uncil of the Americas shortly after s return.

. C. Herring Fishery n Operation Early

Production of the British Columbia rring fishery to early October was r above the even-date average of re- nt years, due in large part to the mmer operations which were pur- ed in 1953 to a much greater extent an usual.

First fall reports showed that catch early October exceeded 12,000 tons fish, from which some 10,230 cases canned herring had been packed.

enneth Parker, Famous rag Seiner, Passes

Death came suddenly this fall to enneth Parker, 63, who for more an 40 years had been a drag seine erator on the Columbia River—most the time as fishing boss for the int Adams Packing Co.

He died of a heart attack.

Save for his naval service in World ar I, he devoted his entire life to lmon fishing from the time he was high school.

. Damato, San Francisco, has purchased GM 4-71 diesel engine from Shore e Diesel Maintenance Co., Fishermen's arf, which they will install in his 28' b boat. The engine is equipped with -1 reduction gear.

Ike "puts the finger" on a halibut. President Eisenhower is being presented with a 200-lb. halibut caught by Capt. Arne N. Jangard with the *Freya*. On the left, Congressman Thor C. Tollefson of Washington, and just behind him Robert M. Meehan, Washington broker for the San Juan Fishing & Packing Co., which packed and shipped the fish.

Romeo Buys "Rosanna"

Rosanna, Monterey purse seiner, formerly owned by Sal Ferrante, has been purchased by Sal Romeo, also of Monterey.

Sal Romeo last season was skipper of the *Ocean Cape,* owned by the Chatham Strait Fish Co., Seattle.

DOGGED FIGHT SAVES BURNING TUNA CLIPPER

"We were cruising 40 miles off Cedros Island when there came a blinding flash from the switchboard." So began the account of how the crew of the tuna clipper *Cal* prevented the destruction of their boat by fire. Richard Marques, skipper of the vessel continues his report:

"The man on watch awakened me and the rest of the crew and we fought the flames first with hand fire extinguishers. For a time we thought we had the fire under control, but it suddenly flared again. The flames started running along the paint.

"I knew then that we had to seal off the engineroom and use all the rest of our fire fighting equipment. We drifted for quite a while after the engine went dead when we pulled the ignition switch."

The *Cal,* whose managing owner is George Campbell, is now in port for repairs which will probably keep her from fishing until after the first of the year. The vessel had been at sea 40 days and had 45 tons aboard which were unloaded at Van Camp Sea Food Co. Campbell publicly expressed his gratitude and appreciation at what he termed the "courageous and efficient efforts" of Capt. Marques and his crew.

S. F. SEINER IS LOST BY FIRE OFF COAST

Torrente Bros., one of San Francisco's best known purse seiners, was declared a total loss after fire broke out as she was trolling for salmon off Bolinas.

The fishing boat *Two Sisters,* picked up the crew of *Torrente Bros.* Joe and his brother Mike, and the engineer, Bill Meadows, and a Coast Guard put out the fire and towed the hulk to port. Cause of the fire was not known.

STARR NETS

Starr Netting . . .
Star Performance

Write for prices on cotton, linen and Nylon (made from Bonded Nylock twine) netting.

There's No "GETTING AWAY" From It!

From the Great Lakes to the Gulf, from the East Coast to the Pacific—speak to any experienced fisherman about netting that holds the catch, and he'll answer in one word: STARR!

Because STARR is the rugged, dependable netting made from the finest quality twine and knotted to just the right mesh by experts, it's the kind of netting you can trust to do the job well every time.

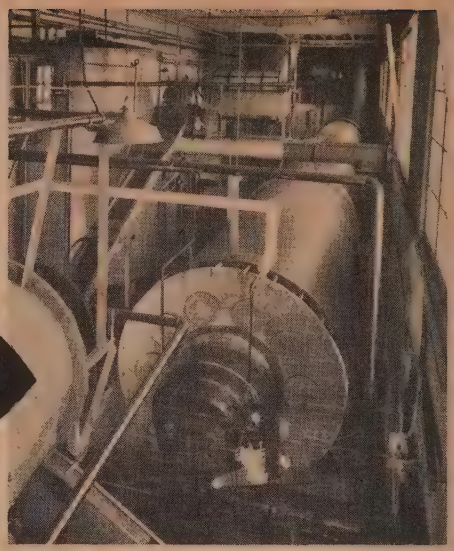
A. M. STARR NET CO.
EAST HAMPTON · · · CONN.

2% to 5%
PROTEIN GAIN

2½%
MEAL GAIN

WITH STANDARD
LOW TEMPERATURE
FISH MEAL DRYERS

Low temperature dryer at Pan Pacific Fisheries, Terminal Island, Calif.



REAL PROFIT FROM

1. HIGH PROTEIN MEAL 2. OIL, LOW IN FREE FATTY ACID 3. CONDENSED SOLUBLES

There is no waste with a STANDARD Fish plant. You'll not only profit more from high protein meal . . . A STANDARD plant assures you peak delivery of top quality low moisture low acid oil and free flowing condensed solubles.

Actual laboratory tests prove that STANDARD low temperature drying produces up to 2½% more meal with at least 2% more protein than high temperature drying. Low temperature does not degrade or burn protein. Eliminates expensive vapor incinerators. STANDARD low temperature dryers comply with rigid air pollution requirements.

Write today for illustrated bulletin.

STANDARD

STANDARD STEEL CORPORATION
5013 BOYLE AVE., LOS ANGELES 58, CALIF.

STANDARD 52 YEARS 1902 1954 STEEL CORPORATION

F5

Complete Fish Processing Equipment

Retorts with quick closing doors

Conveyor type packing tables

Air conveying and sacking equipment

Cookers and presses

For Diesel, it's GUNDERSON BROS.!

GM GENERAL MOTORS DIESEL POWER

Uuna Uunila of Astoria, Oregon, chose the 4-51 GM Diesel for his 36-ft. offshore troller Rose M, with 3½ to 1 reduction gear. (Rated 87 h.p. at 3000 r.p.m.)

New 110 Tandem Twin

409-530 S.H.P. GM Diesel, Twin Engine Dependability, clean, compact lines, lighter weight . . . 20 to 40% lower cost!

Compact GM Diesel Power available in *Single Units 16 to 275 h. p.; Multiple Units up to 840 h. p.*

RECENT INSTALLATIONS
of GM Diesel Marine Units by Gunderson Bros. and their dealers:

PLEASURE CRAFT
Robert Wertheimer, Longview, Wn. Two 6220ORA
Howard Irwin, Coos Bay, Ore. Two 6220ORA

FISH BOATS
A. J. Conger, Astoria, Ore. One 6220ORA
Frank Sutton, Estacada, Ore. One 4071A

WORK BOATS
Hilstrom Shipbuilding, Coos Bay, Ore. One 2071A
Maddox Boat Works, West Linn, Ore. Two 3071A
Al Bernert, Willamette, Ore. One 6220ORA . . . One 120018
Smith Construction, Stevenson, Wash. One 6220ORA
Weyerhaeuser Timber Co., Raymond, Wash. One 6220ORA
Western Transportation Co., Portland, Ore. One 6220ORA

GUNDERSON BROS.
ENGINEERING CORPORATION *Equipment Division*
225 N. W. 14th PORTLAND 9, OREGON • 2200 W. 6th EUGENE, OREGON

Want to talk from ship to ship?

Whether you want to talk to another ship —or a land telephone almost anywhere in the world—your ship telephone service is on hand to serve you. If you'd like information on how ship-shore can serve you, just call or write to Pacific Telephone in your nearest large port city. We'll be glad to send you our free booklet.

Pacific Telephone

Winter Herring Studies On Prince William Sound

Leaving the middle of October, the AWS exploratory vessel *John N. obb* is engaged in a three-months udy of the winter herring population Prince William Sound. This fol- ws somewhat similar investigations Southeast Alaska a year ago.

The trip combines biological re- arch with exploratory studies. The obb is equipped with one of the new Sea Scanars," which detects the resence of fish in a horizontal as ell as vertical plane; and she will ih with a herring trawl, as well as nken gillnets and a lampara net.

Biological data will include size, ngth, age and sex information.

.I.P. Moves Offices o Canal Location

The Fidalgo Island Packing Co., attle, Vance Sutter, president, in ptember moved its offices from the exter Horton Building to 2360 Com- odore Way, on the Lake Washington ip Canal, south side, a short dis- nce above the locks.

The location is leased from C. E. nderson, who formerly used it as adquarters for the Seldovia Bay cking Co. operations. The property s office space, warehouse, dock and rking area. It adjoins the station the Copper River Packing Co., ich J. E. Most, president, purchased cently from the Chatham Strait sh Co.

The operations of the Seldovia Bay cking Co. formerly located on Com- odore Way, have been shifted to 740 estlake North, where the Farwest rangell Co. is located.

ttar Hofstad Dies

Ottar Hofstad, who had engaged in rious aspects of the Alaska fisher- for many years, died in Seattle at e end of September at the age of He moved to Alaska from his na- e Norway in 1904; and had made home in Seattle for the past 25 ars, although continuing his interest the Alaskan fisheries.

Transplant Bait Fish

The transplanting of 4,000 scoops of anchovettas from the Gulf of Panama to the Gulf of Nicoya was in progress as this issue of *PF* went to press.

The project, undertaken by the Inter-American Tropical Tuna Commission, with the cooperation of the American Tunaboat Association, was made necessary by the killing-off of anchovettas, tuna bait fish, by the "red tide" some years ago in the Gulf of Nicoya, where many a tuna clipper has in the past taken on bait.

For the purpose of transplanting the bait, the tuna clipper *Saratoga,* skippered by Manuel Luz, was chartered. Her bait tanks carry approximately 4,000 scoops and this amount was considered sufficient to restock the Nicoya waters. The clipper left for the bait grounds Sept. 26 and made bait the first week of October. From the Gulf of Panama to the Gulf of Nicoya is a two-day trip. Panama granted permission for the transfer and donated the bait.

Some of the anchovettas will be tagged and the Puntarenas office of the Inter-American Tropical Tuna Commission will keep close observation on the transplanted fish.

Dr. Milner B. Schaefer, director of investigations for the Commission, supervised the project from beginning to end.

Jack H. Doran, who has been put in charge of all fish packing operations of the California Packing Corporation.

The Monterey purse seiner **Camarillo,** formerly owned by **Frank "Biff" Russo,** has been purchased by **Jerry Thomas,** San Pedro.

Doran Heads Colpak Fish Plant Operations

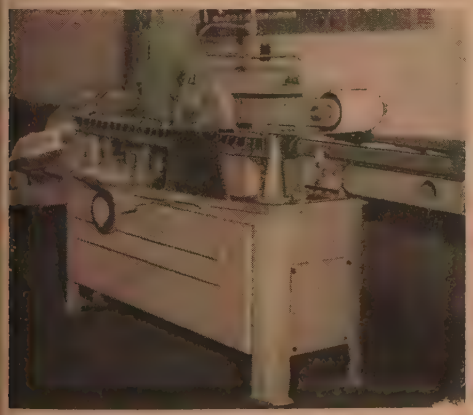
Don T. Saxby, manager, California canned foods division, California Packing Corporation, San Francisco, has announced the appointment of Jack H. Doran, as district superintendent for Plants 11, 14, 24, 35, 48, and fish operations.

This means that Mr. Doran will have supervision over Calpak's fish canneries at Monterey and Oxnard. Mr. Doran's Calpak career began in 1925 as a retort clerk at Plant 11, Sacramento. His previous executive positions have included assistant superintendent, Plant 11; Superintendent, Yuba City, Plant 14; division industrial relations manager, and assistant and operating manager.

Juola Leaves Union Co-op

Arne Juola, superintendent of the Union Fishermen's Cooperative Packing Co. cannery at Astoria for the past 18 years, and for 37 years an employe of the company, announced in October that he was resigning to enter business on his own account.

John Gradis, Monterey, has chartered the purse seiner **Pacific Star,** from **Sam Lonero,** Monterey, and will fish tuna with her.



The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

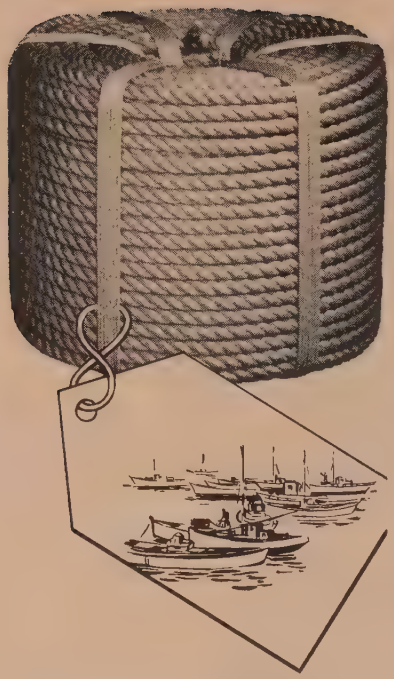
Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

P. O. Box 1332 Warrenton, Oregon



Meets Every Fishing Test .....BEST!

Toughness and strength . . . flexibility . . . long-lasting dependability . . . you'll find all these important qualities combined in Tubbs Extra Superior Manila—a rope fishermen know and trust because it meets their needs best.

Available in all sizes, lays and treatments, Extra Superior Manila is backed by Tubbs' 97 years experience in the manufacture of better rope for the fishing industry. Unsurpassed for quality and reliable service, Extra Superior Manila is your best rope buy for every commercial fishing need; it costs less because it stays stronger . . . longer!

Send today for your free copy of Tubbs' booklet, "Selection, Use and Care of Rope," also our folder on Fishing Rope.

TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY

TUBBS CORDAGE COMPANY
SAN FRANCISCO • SEATTLE • Portland • Los Angeles
New Orleans • Houston • Chicago • New York

Burning-up the Fraser—Here is the *Phantom Thrush* gettin' there first with the nylon.

V-Bottom Gillnetter Gets There First

Speed has not in the past been regarded as one of the essentials for British Columbia gillnetters, but this season several fishermen have become convinced that the best way of insuring a catch is to "get there first."

This idea gave Juny Tsumura, young Fraser River boatbuilder, something to work on, and recently he came up with the 32′ *Phantom Thrush,* a V-bottom craft powered by a 145-hp Universal marine engine, which hits a speed of 15 knots quite easily—considerably faster than any other vessel of its type being operated in that area.

Intensity of the fishing effort and the increasing number of boats have placed a premium on speed, because the laggards frequently find only the leftovers after the speedier craft reach the grounds and make their first set. The traditional round-bottomed gillnetter familiar for generations in the Fraser River and many other areas of the coast was never designed for speed.

Tsumura did not sacrifice sturdiness in the hull, however, when he designed *Phantom Thrush.* Planking is of 1⅛" cedar trimmed with ironbark. Beam is 10.2′ and depth 32". Streamlined cabin is of Honduras mahogany. The general appearance is of a luxury cruiser rather than of a strictly functional fishboat.

Juny Tsumura's brothers Andy and Sab have been fishing with *Phantom Thrush* during the past season and are convinced that vessels of that type will be popular.

The Tsumuras have been interested in boatbuilding for many years. For some 20 years Kiy Tsumara, father of the others, owned and operated a boat yard at Cow Bay, north of Prince Rupert. He is a real old-timer of the industry, having crossed the Pacific in 1899 and in the early days he was mate of the old ship *J. L. Card,* a coastwise freighter which used to carry hay from Fraser Valley farms to Vancouver Island. He went fishing on the Naas River in 1901 and recalls that at that time there were only 24 fishermen there. Every time he put out his net he caught some 500 or 600 salmon.

Fishermen in those days were interested only in Sockeyes and if Cohos or Chums were caught they were tossed overboard. The price of Sockeye then was 7c a fish regardless of size, or about one-third the current price of Sockeye per pound to the fisherman.

The elder Tsumura still goes fishing occasionally, not in the newfangled *Phantom Thrush,* which he regards as too revolutionary for his personal taste, but in a 15′ skiff. Operating off Sunbury this season he made $70 in two days, which he considered quite satisfactory.

B. C. Packers Save Fish Skins for Leather

Experimental use of salmon skins for commercial production of women's handbags and similar articles was undertaken at the Namu cannery of British Columbia Packers this year.

The skins are stripped off the fish by a special machine at the cannery, cut to size, salted and then shipped to a tannery in the United States which completes the operation by producing an artificial leather of surprising durability and attractive appearance. The resulting product resembles snakeskin and is said to be tougher than calf.

A. J. Sturiale Dies

The many friends of Anthony J. Sturiale, 34, were saddened to learn of his death in San Francisco after a long illness. Mr. Sturiale, was both a well known fisherman, and fish house employee, having worked for some time for Cattolica & Lindwall, Fishermen's Wharf. He leaves a wife and child, and brother "Lefty" Sturiale, who is an Albacore buyer at Sausalito.

Washington Fisheries Building Contracted

Contract for construction of a new building at the Fishermen's Terminal, Salmon Bay, Seattle, to house the Washington Department of Fisheries, was let late in September by the Port of Seattle.

The job will cost $141,000 for the two-story building with 16,000 square feet of space.

Its completion next spring is expected to prove of substantial benefit to fishermen in bringing the Washington Department of Fisheries directly into the principal center of the state's fishing fleet.

POFI Long-Lining Yield Good Catch

A long-lining fishing trip by the Pacific Oceanic Fisheries Investigation vessel *John R. Manning* this fall found excellent fishing in the vicinity of Christmas Island, where average catches in the rich zone gave 11 fish per 100 hooks. Commercial fishing at this rate with the amount of gear normally run by a Japanese long-liner would produce 330 tons of tuna a month.

The fish was canned upon return to Honolulu. Weights ran from 40 to 160 lbs., averaging 100. Canning quality was good, with high recovery rate. There were no rejections, but 16% by weight cooked out too dark for standards solid pack.

Herrington to Alaska

William C. Herrington, special assistant for fisheries to the Undersecretary of State, who was in Seattle in October for a meeting of the executive committee of the Pacific Fisheries Conference, followed it with a trip to Alaska to confer with Governor Frank Heintzleman.

Upon his return from Alaska, he spent a short time in British Columbia, discussing activities of the International Pacific Salmon Fisheries Commission with Loyd A. Royal, director, and his staff.

He returned to Washington Oct. 8.

Canada's Fish Minister Making World Circuit

After conferring with British government officials in London regarding prospective sales of British Columbia canned salmon in the United Kingdom, Canada's Fisheries Minister James Sinclair went to India, Pakistan and Ceylon to inspect Canada's Colombo Plan projects which have been costing the Canadian government $25,000,000 a year. He was particularly interested in seeing how plans for modernizing the fishing industry are progressing.

Before returning to Canada, Sinclair planned to visit Japan to discuss the North Pacific Fisheries Treaty's operations which he and his deputy, Stewart Bates helped to negotiate.

Introducing

VILTER, V.M.C., Ph.D.

University: Oregon State College, School of Agriculture, Department of Food Technology.

Course Objectives: To determine the types of cooling and freezing equipment to be used for various food products.

Requirements: Cooling eleven 11′ x 17′ x 10′ rooms. Selective load requirements. Temperatures from −30° F. to +45° F., controllable within ½°. Rigid humidity requirements. Product load to vary from no load to freezing and product reduction to −30° F., by merely setting room thermostats. Automatic control of temperature and humidity.

Equipment: One Vilter VMC 4-cylinder booster compressor, two Vilter vertical twin cylinder compressors. Evaporators range from bare pipe coils, to ceiling type blower units, to floor mounted blower units, to fin coils, to plate type coils, according to food to be cooled. Evaporators controlled by various means, including float valves, using accumulators, some flooded with thermal expansion valves, and some with thermostatic expansion valves.

Achievements: All objectives attained. University definitely satisfied. Equipment uses minimum space.

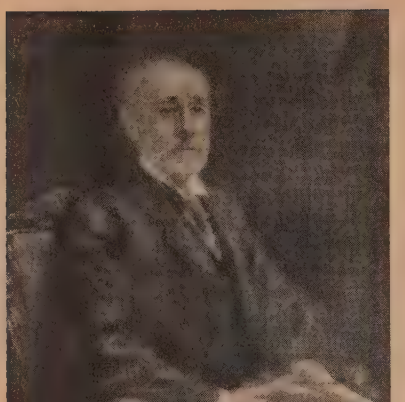
He Can Help You: Vilter's experience can help you, too, whether you have exacting conditions to meet, must have unfailing dependability, want to save money on your refrigeration—or all three. Contact your nearby Vilter Representative or Distributor for information.

Vilter®

REFRIGERATION and AIR CONDITIONING

THE VILTER MANUFACTURING COMPANY, MILWAUKEE 7, WIS.

Air Conditioning • Ammonia & Freon Compressors • Booster Compressors • Baudelot Coolers • Double Pipe Coolers • Blast Freezers • Evaporative & Shell & Tube Condensers • Paklcers • Pipe Coils • Valves & Fittings



J. M. FRINK
who founded the
Washington Iron Works
at Seattle 72 years ago.

Industrial Machinery Growth Of Washington Iron Works Leads to Rural Plant Site

Slightly more than a quarter of a century after the first white settlers landed at Alki Point and founded the city of Seattle, the Washington Iron Works, now the city's oldest and one of its largest industries, was established in the south end of the comparatively small town which then existed.

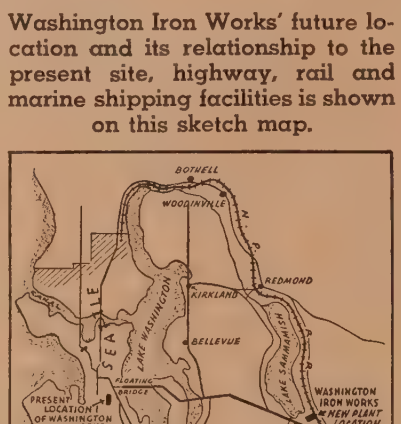
Last year Seattle celebrated its Centennial Anniversary and in the same year the Washington Iron Works observed its 72nd birthday. During practically the same era they have both prospered famously together, for Seattle now claims to be the largest city of its age in America while the Iron works has become one of the lustiest and most rapidly expanding manufacturing concerns in the Seattle area. But now the seeming paradox arises that these two old friends have suddenly awaked to the fact that they have outgrown each other.

The metropolitan district of Seattle has mushroomed out over such an area that it has hemmed in the present 8-acre plant in the South End until it is beyond any possibility of further expansion, and yet the growth of the Washington Iron Works business and increasing diversity of products is such that further plant expansion is a keen necessity. In consequence, the Frink family, which has controlled the company through three generations, announce that they have taken an option on a much larger site of 77 acres near Issaquah and the south end of Lake Sammamish, 12 miles due east of Seattle, where they plan to build a new, modern plant capable of taking care of their present and future production.

"During the past three-quarters of a century of its existence in Seattle," states Gerald Frink, president of the company, "the Washington Iron Works has been obliged to move its operations three times and rebuild four times, each time on a larger tract of land. The present 8 acres has become too small and uneconomical for our manufacturing operations, and we have also taken into consideration the Federal government's request for recentralization of essential factories now so greatly congeste in the South End tideland district.

"For over two years we hav looked for a larger tract of land i King County with railways and high way connections, but have been un able to locate a suitable area in Kin County either north or south of th city, so we have been compelled t turn our attention eastward to th area beyond Lake Washington. Ther we have been fortunate enough to ob tain an option on a tract of land idea ly suited to our purpose, skirted by good highway and bounded on th easterly side for half a mile by th Northern Pacific Railway right-o way, where we are assured of term nal rates. We are very much satisfie with the location in every way a the site of the fine, model and efficien plant we plan to erect as the futur home of our business."

Washington Iron Works' future location and its relationship to the present site, highway, rail and marine shipping facilities is shown on this sketch map.



The announcement by the Washing ton Iron Works will be of interest t the readers of the various Miller Free man Publications as its products go in to almost every field covered by thes journals, including marine, lumbe and logging, pulp and plywood, fish eries, mining, construction, etc. Fo many years this company has been consistent advertiser in practically a of these publications, so that the var ous types of heavy industrial ma chinery manufactured are well-know and widely used by our readers.

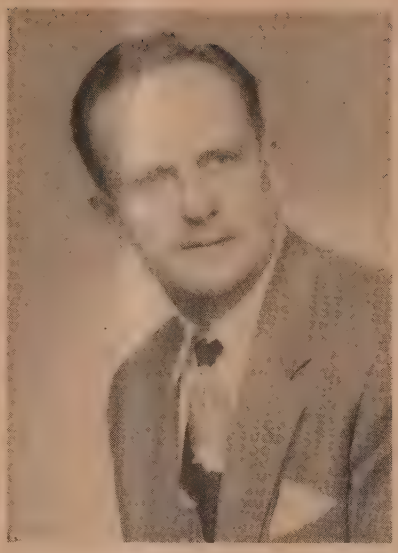
Probably best-known in the marin field are the Washington Diesel en gines, heavy-duty types ranging fro 90 to 1,000-hp, also made for statio ary and industrial use. The marin diesels are used in the fishing fle operating along the coast from south ern Mexico to northern Alaska, an are in scores of ferry boats and tug operating on Puget Sound, the Atlan tic coast and British Columbia. Six o the fleet of vessels operating for th Washington State Ferries on Puge Sound and the Blackball line in Bri ish Columbia are equipped with thes engines, and several of these engine have long since passed their million mile. The engines have also operate for years in other parts of the worl including the Philippines, Hawai China, Norway, etc.

From its establishment, Washingto Iron Works has specialized in th manufacture of deck machinery fo vessels of all kinds; and in loggin equipment, a field in which it is know throughout the world. More recentl it has become an important factor i the building of specialized pulp an paper manufacturing equipment, ply wood-making machines and minin equipment as well as many types o giant cranes.

These are just a few examples o the type of heavy industrial machine built by the Washington Iron Work and the reason why it is taking mor and more space and equipment t build them. When John M. Frink father and grandfather of the preser officers of the company, first founde

the concern in 1881, it was largely an iron foundry and the steel age was just beginning, hence the name—Washington Iron Works. The business was at first largely with the lumber industry, and pretty much localized. Today 95% of the company's sales are outside King County, over 50% are outside the State of Washington and over 12% in foreign countries. The yearly payroll is running close to $2,000,000, and the majority of the employes are engineers and highly skilled mechanics. The majority are also home owners and have been in the employ for many years, and the removal of the plant to Issaquah will not necessitate their giving up present homes as the site is only a half hours drive from Seattle across the Lake Washington floating bridge.

John M. Frink, the founder of the company, was very prominent in early Seattle's Civic Affairs, serving for a number of years as president of the Park Board during which time he gave Frink Park to the city. He also served in the State Senate. He was succeeded in the active management of the business by his two sons, Gerald Frink, now president and Francis Frink, Sr. vice-president, who are still the senior executives in the concern, although Gerald's two sons, James H. and Philip, and Francis' son, Francis G., Jr. have for some time been officers and active executives in the company.



Frank W. Flewelling, who this fall became manager of netting sales for The Linen Thread Co.

F. W. Flewelling Heads Net Sales for Linen Thread

Frank W. Flewelling, a veteran managerial executive with The Linen Thread Co., this fall was appointed manager of the company's netting sales, a promotion which resulted in his moving from Chicago to the company's headquarters in Paterson, N. J.

He has been with The Linen Thread Co. since 1924, when he started in the shipping room of its Boston office.

Mr. Flewelling plans shortly to tour all fishing areas of the country, meeting the company's dealers and customers.

DANGEROUSLY ILL SKIPPER FLOWN TO PANAMA

Mike Cuscito, skipper of the *Seafarer,* San Diego tuna clipper, was carried from his boat, some 300 miles southwest of Panama, to a hospital in Balboa, Canal Zone. He was suffering from a ruptured peptic ulcer.

The rescue was made by U. S. Air Force amphibian, landing alongside the clipper in recently rough seas, after two days of unsuccessful tries. Another plane was damaged trying to land beside the bait boat. It did succeed, however, in putting a flight surgeon Air Force, aboard the clipper. The *Seafarer* had the damaged plane in tow, according to late press reports.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION

Of Pacific Fisherman, published monthly except in January when publication is semimonthly, at Los Angeles, California, for October 1, 1953.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:
   Publisher: Miller Freeman, 71 Columbia St., Seattle 4, Wash.
   Editor: DeWitt Gilbert, 71 Columbia St., Seattle 4, Wash.
   Business manager: Miller Freeman, Jr., 121 Second St., San Francisco, Calif.
2. The owners are: Miller Freeman Publications, Inc., 71 Columbia St., Seattle 4, Wash.; Miller Freeman, Jr., 121 2nd St., San Francisco, Calif; Wm. B. Freeman, 121 2nd St., San Francisco, Calif.; L. K. Smith, 71 Columbia St., Seattle 4, Wash.; Harry P. Cain and W. E. Crosby, 71 Columbia St., Seattle 4, Wash.
3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: None.
4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

Miller Freeman, Publisher

Sworn to and subscribed before me this 25th day of September, 1953.

G. E. Delaware

(My commission expires May 20, 1957)

THE ONLY WAY TO COMPETE WITH
Archer "S"
IS BY USING
Archer "S"
America's Finest
SOYBEAN SALAD OIL
PREMIUM FLAVOR AT NO EXTRA COST!
Refined deodorized and winterized by continuous vacuum process
A superb oil for canning tuna and sardines!
ARCHER-DANIELS-MIDLAND COMPANY
MINNEAPOLIS 2, MINNESOTA

How one packer speeds up fish loading and sorting

• Fresh-caught fish are unloaded right from the boat by a Cyclone Stainless Steel Flat Wire Conveyor Belt. As the belt carries the fish to automatic weighing and recording device, all debris, ice, water and undersize fish fall through the open mesh of the belt—eliminating all hand sorting operations.

This is just one example of the many ways in which Cyclone Metal Conveyor Belts are giving good service. Our engineers can tell you which of many Cyclone Conveyor Belts—available in a variety of styles, sizes, metals and finishes—will best meet your requirements. Write for a copy of our free Catalog #4 to Dept. R-113.

U·S·S CYCLONE
METAL CONVEYOR BELTS

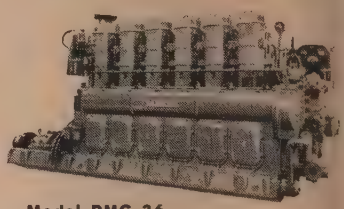
CYCLONE FENCE DEPARTMENT
AMERICAN STEEL & WIRE DIVISION, UNITED STATES STEEL CORPORATION
954 60th St., Oakland 8, California.
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

USS
UNITED STATES STEEL

Choose the Finest Power Afloat
ENTERPRISE
DEPENDABLE DIESELS

Whatever your marine power requirements, you can put your confidence in Enterprise quality-built diesels. Four cycle, 3, 4, 6 and 8 cylinder models, normally aspirated and turbocharged.

A MODEL FOR EVERY MARINE POWER NEED



Model DMG-36
illustrated
Rated 482—1157 HP @ 250—600 RPM. Other models from 68 to 2056 HP for main propulsion. Generator sets for AC or DC electric service from 332—811 KW.

Enterprise DEPENDABLE Diesels

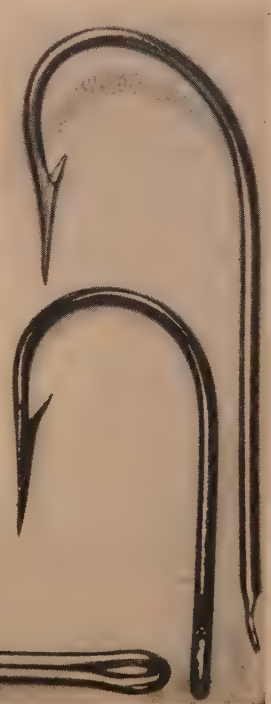
The Choice of Power Experts

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Sts., San Francisco 10, California

Boston • Chicago • Denver • Ft. Worth • Kansas City • Los Angeles • New Orleans
New York • San Diego • San Francisco • Seattle • St. Louis • Washington, D.C.

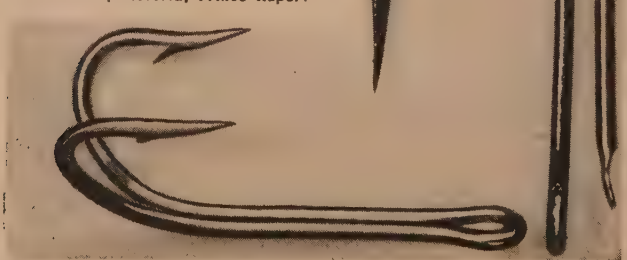
You Can Depend on
MUSTAD
Key Brand **FISH HOOKS**

to bring in your fish because these old reliable Norwegian made fish hooks have no equal when it comes to sharpness, strength, temper and finish. They will save you replacements and repair. Visit your dealer and inspect these highly regarded hooks.



O. MUSTAD & SON
MANUFACTURERS
ESTABLISHED 1832
OSLO, NORWAY

Sales Agents—
H. L. BOWLDS & SON
354 So. Spring St., Los Angeles
REIDAR GJOLME & SONS
809 37th St., Seattle
EDWARD LIPSETT, LTD.
Vancouver, Victoria, Prince Rupert



SALT

That Has Stood the Test for Over 45 Years

All Grades :: High Quality :: Fair Prices

Long Beach Salt Co.

2476 Hunter Street, Los Angeles 21, Calif.
PROMPT SERVICE BY TRUCK OR RAIL
PHONE: TUcker 1424

MILD CURED SALMON — CANNED SALMON

ICI-FRESH BRAND
TRADE MARK
PACKED IN THE NORTH PACIFIC
Frozen SALMON AND HALIBUT
OXENBERG BROS., INC. • BROOKLYN, N. Y. • SEATTLE, WASH.

FRESH SALMON — FISH FILLETS

OXENBERG BROS., INC.
276-280 Metropolitan Ave., Brooklyn, N. Y.
Bell Street Terminal, Seattle 1, Wash.

Cook Inlet King Crab Fishing Generates Heat

King crab fishing on Cook Inlet, notably out of Seedovia, has been generating a lot of heat in recent months, not only in the volume of crabs produced but also as result of the friction between forms of gear.

The yield has been more than good, and this has attracted larger craft than have fished these waters for King crabs in the past—notably the draggers *Foremost* and *Shelikof*, fishing for Wakefield's Deep Sea Trawlers, which came into the entrance to the Inlet early this fall and are reported to have filled-up.

Capt. C. E. "Squeaky" Anderson, who sold-out his Seldovia salmon canning interests last spring, turned-up there this fall as a crab buyer, and went actively into this new line.

At the time of the Cook Inlet hearings on proposed fishery regulations for 1954 there developed a lot of demand for a hearing at Seldovia, and this was held as a special meeting in addition to those officially scheduled.

The hearing brought into the open the gear fight mentioned above, which has the pot fishermen on the one side and the draggers on the other. At present it appears that the tanglenetters, who really pioneered the fishery, are pretty much on the outside.

As the Fish and Wildlife Service actually proposes a 1954 general regulation on King crab gear, this was a subject of warm discussion. The regulations forecast by the Service propose to outlaw tanglenets entirely and to limit King and Tanner crab fishing to pots and trawls. The latter, after 1954, will be limited to minimum mesh of 12", stretched, in the wings and 10" in the bag. This limitation generally is believed to have the support of the King crab draggers.

At the Seldovia hearing there was a good deal of contention for a size limit on trawlers, set at a point which would bar-out the larger vessels, while permitting the smaller, locally-owned craft to operate. While this suggestion had some support, it did not appear to come from the Fish and Wildlife Service.

Cowlitz Salmon Sanctuary Suffers Legal Set-Back

Sanctuary status of the Cowlitz River, long sought by the state law of Washington and by the sport and commercial fishermen of the Pacific Northwest, suffered a severe set-back in the U. S. Appelate Court in October.

Washington's departments of fisheries and game had sought injunction to prevent the City of Tacoma from proceeding with construction of two dams on the Cowlitz—dams which would destroy the salmon resource of the only major tributary of the Columbia not now impaired by dams.

Washington state law sets aside the Cowlitz as a sanctuary for salmon and forbids construction of dams destructive of the fish life of the stream. However, injunction was sought on the grounds that the dams would do irreparable damage to the sport and commercial fisheries by destruction of the resource.

The court denied the injunction on the grounds that whether the Cowlitz should be used for power or fish was a point of policy rather than of law; and that the legislative and executive power, rather than the judicial, should decide what use should be made of the river.

The states still have recourse to legal action under the state's sanctuary law, and are expected to continue the fight on the grounds that the Federal Power Commission, which licensed the dams in the face of a state law forbidding them, cannot transgress a state's statute enacted to protect the resources of the state.

Even Anchovies Scarce For Monterey Canneries

Only 1310 tons of fish were landed at Monterey last month. Boats were unable to locate any sizeable schools of anchovies or mackerel, although small amounts of local tuna were brought in.

Monterey Bay area packers reported a total of 42,095 cases including anchovies, mackerel, squid, local and imported tuna.

For the same period a year ago packers reported 1,419 tons packed and 50,849 cases packed.

CALL ON PIONEER FOR NEXT SEASON'S REPAIR AND BUILDING SUPPLIES

One order... one call... one supplier... PIONEER can take care of *all* your needs. Pioneer can deliver maintenance and construction materials needed to put your cannery, fishing fleet, or other business in first-class condition, now!

Pioneer's large stocks of materials ready for immediate shipment include: exterior and interior paints of all kinds, AAA marine coatings, marine black, boot topping, anti-fouling paint, marine varnishes, concrete mixes, gravel, sand, refractories, roofing, wall board, insulation, and Albi-R fire-preventing paint.

For over 20 years, Pioneer has been supplying needs of Alaska fishing and construction trades. For quick service on maintenance, repair and construction problems, call on PIONEER!

PIONEER SAND AND GRAVEL CO.

901 FAIRVIEW N. • SEATTLE 11 • MA 2900

Fishermen's Packing Corporation

ANACORTES, WASH.

Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

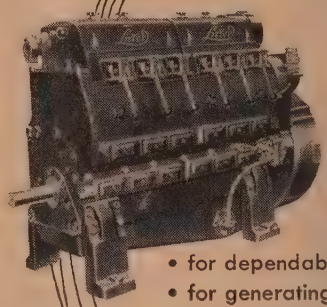
PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: ANACORTES, WASH.

Lister

"FR" DIESELS
FOR MARINE SERVICE



ONE TO SIX CYLINDER

8 TO 54 HORSEPOWER

- for dependable propulsion
- for generating electricity
- for water pumping
- for deck and hold winches
- for refrigerating machinery
- for emergency service

FOR FULL INFORMATION WRITE..... **ENGINE DIVISION**

THE **NATIONAL SUPPLY** COMPANY

SPRINGFIELD, OHIO

Distributors of Lister *Diesels in the U. S. A.*

ADAMS AMERICAN NETTING TUBBS CORDAGE PABCO MARINE PAINTS

A. D'ACQUISTO & SONS

FISHERMEN'S SUPPLIES

COMPLETE TROLLING EQUIPMENT

Phone: 2-4110 Municipal Wharf, Monterey, Calif.

VITA FOOD

TRADE MARK

PRODUCTS, INC.

GENERAL OFFICES — NEW YORK CITY

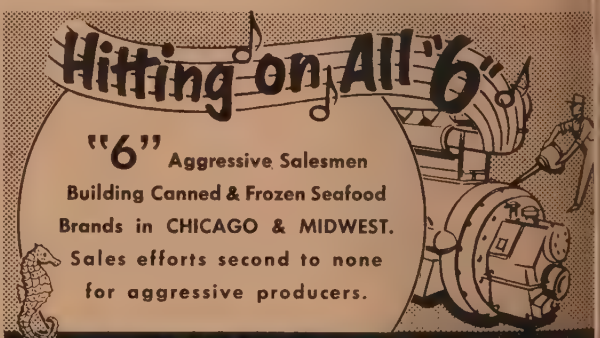
Importers & Exporters — Producers, Packers, Smokers

FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

Hitting on All "6"



"6" Aggressive Salesmen Building Canned & Frozen Seafood Brands in CHICAGO & MIDWEST. Sales efforts second to none for aggressive producers.

L. H. **FROHMAN** & SONS • *Sales Agents*
FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET CHICAGO 10

Baker

AIR CONDITIONING AND REFRIGERATION

. . . The Choice of Experienced Fishermen!

Insuring Their Valuable Tuna Cargoes, Trip After Trip—Year After Year—More than 50 Southern California Tuna Clippers Have Baker Refrigeration For Economical Operation —And Dependability!

BAKER ENGINEERING CORPORATION

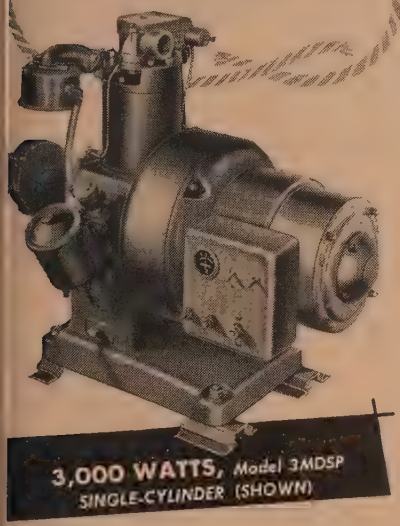
LOS ANGELES SAN PEDRO

ONAN Diesel

Marine

ELECTRIC PLANTS

(WATER-COOLED)



3,000 WATTS, Model 3MDSP SINGLE-CYLINDER (SHOWN)

Here's dependable, low-cost electric light and power for more efficient operation, more comfort aboard your craft. Plant starts at the push of a button, supplying electricity for radio, lights, pumps, ventilators, refrigerator and other equipment.

Designed for marine use, these Onan water-cooled Diesel Electric Plants are unusually compact with clean design, simplifying installation. Operate economically on a variety of Diesel fuels.

Model 3MDSP, 3KW, in all standard voltages AC and 32-volt battery charger.

True Marine Features

Power-take-off shaft • Engine and generator direct-connected • Corrosion-resistant generator and controls • Rubber impeller water pump • Water-cooled muffler • Vibration dampeners • Air-intake silencer • Low oil pressure cut-off • High water temperature cut-off • Easy electric starting.

AUTHORIZED DISTRIBUTORS

Onan ELECTRIC PLANTS

(Wash. & Alaska)
FREMONT ELECTRIC COMPANY
744 North 34th, Seattle, Washington

(Oregon)
SPARKS & WILLS CO.
1624 S.E. Grand Ave., Portland, Oregon

(California & Nevada)
ETS-HOKIN & GALVAN
551 Mission St., San Francisco, Calif.
218 N. Avalon Blvd., Wilmington, Calif.

Hemingway & Bartlett men dropped into the *Pacific Fisherman* office recently to talk "Nylock" twine in fish netting. Here they are, from the left: Walter E. Thompson, Jr., research director, Watertown, Conn.; J. W. Ashley, Pacific Coast representative; Al Crosby, sales department, New York City.

Big Pack, Plus Carryover, Poses Problem in Canada

At September 30, the British Columbia canned salmon pack totalled 1,674,592 cases, with a good prospect that this would be increased by some 150,000, mostly Chums. More than 509,000 cases of Sockeye had been packed, and the Canadian market, which has been the industry's only safe bet since the end of the war, has never been able to absorb more than 350,000 cases of that grade.

While the United States market, owing to the short pack of Pinks in Alaska, might be expected to take some 350,000 cases of Pinks from this year's British Columbia pack, which is roughly the amount taken by that market from the 1952 pack, there was small prospect of disposing of the surplus 150,000 or more cases of Sockeye unless the United Kingdom stepped into the picture. Because the United Kingdom is usually anxious to take Sockeye when any canned salmon at all is purchased, the delegation pinned their hopes on British buying as a means of reducing or eliminating the surplus.

The domestic Canadian market has never been able to digest more than 900,000 cases of all grades of canned salmon in a year from British Columbia, and while the industry's aggressive merchandising campaign was expected to dispose of that volume during the current selling year, it would still leave a similar amount of canned salmon unsold, plus a carryover from the past year which was estimated by packers to be about 200,000 cases.

The problem this year has been accentuated by the fact that the pack was a big one in most areas and probably will exceed last season's overall pack by more than 500,000 cases.

Britain purchased 205,000 cases at a cost of about $4,500,000 last Spring, and the Britons might argue that the next deal would have to wait for 1954; that the 1953 purchases had been completed. There was also the possibility that the British government might be contemplating a break from the wartime and postwar practice of bulk buying and returning the trade to independent importers. After all, other commodities had been decontrolled. Nearly a year ago, for instance, the British lumber trade was placed in the hands of individual buyers again, although restrictions continued on the consumption of lumber.

Britain has traditionally been the mainstay of the export market. The tariff in the United States, although reduced from 25% ad valorem to 15%, is still too formidable a barrier to permit substantial sales there.

Packers in British Columbia emphasized that a so-called "barter deal" with the U. K. was not contemplated, although that term had been used by various uninformed persons in discussing the situation.

Highest *Quality*

ARB

Brand

Canned Mild Cured and Frozen **SALMON**

FARWEST WRANGELL CO., INC.
WRANGELL, ALASKA
Seattle 9 Office: 750 Westlake N.
Phone: MAin 7448

H. C. HANSON
Naval Architect :: Engineer
Phone ELiot 3549
102 Colman Ferry Terminal
Seattle 4

THE ALASKA LINE
First In Serving Alaska's Greatest Industry
ALASKA STEAMSHIP COMPANY
Pier 42
Seattle 4

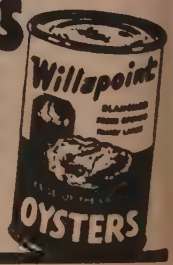
ARTHUR DE FEVER
Naval Architect & Marine Surveyor
Consultation Ship Design *Re-Conditioning Inspection* *Survey Appraisers*
701 East Harbor Drive, P.O. Box 1049
San Diego 12, California
Phone No.: F-9-2159

PETERSBURG
Cold Storage Co., Inc.
PETERSBURG, ALASKA
Ralph Hall, Manager
Commercial
FREEZING and STORAGE
Excellent Facilities for Buyers and Fishing Boats
BAIT ICE

G. BRUCE NEWBY
Consulting Naval Architect
and
Marine Engineer
Telephone 966-35 4549 East Anaheim St
Long Beach 4, California

PHILIP F. SPAULDING
NAVAL ARCHITECT AND MARINE ENGINEER
65 Marion Street Viaduct MAin 4954
SEATTLE 4, WASHINGTON

Willapoint OYSTERS
—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!



The Campbell Machine Co.
SAN DIEGO 12, CALIFORNIA
BOAT BLDG. MACHINERY REP'S
ANCHOR and CARGO WINCHES
Distributors
"Union" Diesel Engines

YOU MAKE MONEY ON THE BEACH, TOO
when you bring your boat to
NATIONAL STEEL AND SHIPBUILDING CORPORATION
HARBOR DRIVE AT 28th
Phone Franklin 9-8065 • San Diego 12

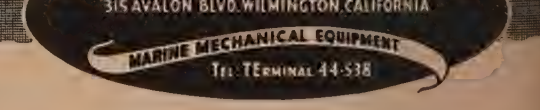
American Hammered Piston Rings
Briggs Oil Filters
Lathrop Marine Engines
H. G. McLaughlin Co., Inc.
76 YESLER WAY SEATTLE 4

GRANDY BOAT COMPANY
MARINE WAYS
BUILDERS OF
ALL TYPES OF FISHING VESSELS
REPAIRS and ALTERATIONS
2538 Westlake Ave. North Seattle 9, Wash.

San Diego Marine Const. Co.
SHIP CONSTRUCTION and REPAIRS
Marine Railways, Floating Drydock
Foot of Sampson Street
SAN DIEGO 12, CALIF.

J. J. CAMILLO
Wholesale SEA FOOD Broker
935 W. Harbor Drive, SAN DIEGO 1, California
Maritime Agency
★ BROKER and AGENT ★
Phone Franklin 5189

NUTTALL-STYRIS CO.
825 Columbia FISHERY SUPPLIES San Diego 1 Calif.



Distributors
American and Canadian
MILD CURED and FROZEN SALMON
200 Bell St. Dock Pier 66 SEATTLE 1 U.S.A.

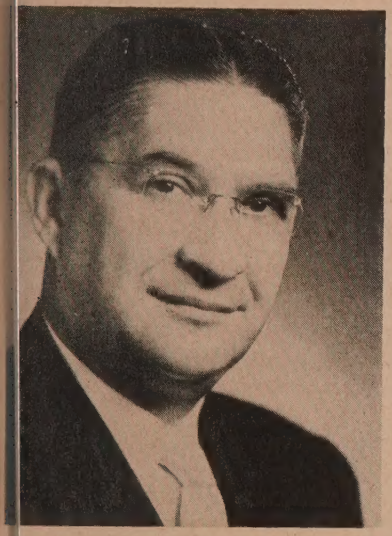
LINES and LEADERS

. C. Edwards to Manage . & H. Diesel Operations

Harnischfeger Corporation has appointed ank C. Edwards as general manager of e P&H Diesel Engine Division.

Mr. Edwards, whose entire business reer has been spent with Harnischfeger rporation, has served the company in a mber of different capacities since he st began his employment in the com- ny's Milwaukee shops in 1925. He took er his new responsibilities as general nager of the diesel plant in September.

Operations of the P&H Diesel En- ne Division were moved to Crystal ke in October, 1951, at which time the w plant was ready for occupancy. It regarded as one of the most modern nts in the industry. The diesel en- es manufactured here range in size from



ank C. Edwards, newly appoint- general manager of the P. & H. esel engine operations of the rnischfeger Corporation, with ich he has been associated roughout his entire business career.

o 6 cylinders and from 20 to 138 hp. H Diesels are used in many fields beside ing. While the P&H Diesel brings y features of modern design, one of the t notable is the ease of servicing ugh simple replacement of complete r assemblies, which reduces servicing e to a new minimum.

nset Line Company ens Atlantic Plant

nset Line & Twine Co., with head- rters in Petaluma, Calif., has just fin- d a new factory at Florence, Alabama. factory is centrally located to serve Atlantic seaboard.

. W. Johnson, president of the Davis dage Co., San Francisco, Pacific Coast tributors for the products of the Fish & Twine Co., is vice-president of the set Line & Twine Co., as is A. W. ew, who is also general manager of Sunset Line & Twine Co. L. E. Christ- n, vice-president of the Davis Cordage is president of Sunset Line & Twine John Hoag is sales manager of the pany, and J. P. Gouvea is superin- ent and operations manager.

"Our new factory at Florence, Alabama," said Mr. Johnson, "will make a complete line of Sunset fishing lines including Flexon nylon lines and Neptune nylon leader line."

The Davis Cordage Co. has grown to such an extent that branches are now operating in Seattle and Portland. For many years the company has had a branch in Los Angeles. Manager of the Los Angeles branch, 1709 North Spring St., is G. C. Pierson. Seattle manager is K. C. Bishop, Smith Tower building, and the Portland office is 677 North Tallamook—T. A. Strachan, manager. Mr. Strachan is also president of the Salem Linen Mills, Salem, Ore., a subsidiary of the Sunset Line & Twine Co.

Complete stocks of all the products of Fish Net & Twine Co. are kept at all the branches, according to Mr. Johnson.

Vickers Establishes Warehouse In Seattle For Sea Trade

Expanded marketing facilities to meet West Coast customer needs will provide immediate shipment from stock of hydraulic equipment for the lumbering and marine equipment manufacturers in this area. The Seattle office of Vickers Incorporated, largest manufacturer of oil hydraulic power and control equipment for all industry, will now have available a substantial stock of standard hydraulic pumps, valves and motors extensively used for lumbering and saw mill machinery and for fishing vessels in this area. Vickers Seattle office since 1945 and El Segundo (California) division since 1939 have actively developed the application of hydraulic power and control to these types of machinery. Both offices will continue to provide full engineering and service facilities to the area in addition to the new warehouse stocking operations.

Winslow Engineering Expands Its Kentucky Operations

Winslow Engineering Co., Emeryville, Calif., well known manufacturers of filters and filter elements, is expanding its Murray, Ky., operations according to L. L. Moore, vice-president in charge of manufacturing, and W. G. Nostrand, vice-president in charge of sales and engineering.

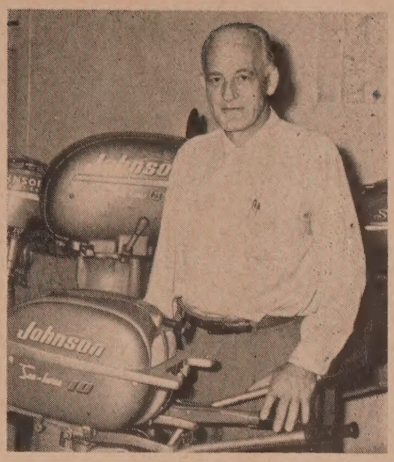
A group of key personnel was transferred last month to set up a newly established sales organization serving the entire eastern and mid-western sections of the United States and Canada.

The men who have movde to Murray are W. Ray Kern, general sales manager, who has also been appointed manager of the Murray plant; W. B. Walker, Kern's assistant; and Robert A. Pelusi, division sales representative. They will be joined by another division sales representative who has not been appointed yet.

Fibreboard Names R. P. McDonald General Production Manager

T. N. Bland, president of Fibreboard Products Inc., recently announced appointment of Ralph P. McDonald as general production manager for Fibreboard, with headquarters in San Francisco. Mr. McDonald has been assistant resident manager of the Antioch Division of the company.

At the same time, Mr. Bland revealed that Dr. R. W. K. Ulm, formerly technical director of the San Joaquin Division, was named to succeed Mr. McDonald as assistant resident manager of the Antioch Division.



Bob Wright in high showroom at Wright Outboard Marine Co., new Johnson outboard dealer in Seattle.

New Johnson Outboard Outlet for Seattle

The newest and one of the most unusual marine supply stores ever to open its doors is the Wright Outboard Marine Company, Seattle. Under the ownership of Bob Wright, a familiar figure in the Pacific Northwest boating circles, the new firm will feature Johnson outboard motors and will specialize in catering to the outboard business almost exclusively.

In a bright new building at 4132 Stoneway, Seattle, Wright Outboard Marine, in addition to the Johnson Outboard motors, will stock the major lines of boats, Michigan propellers, Champion Spark Plugs, Duo-Trol Hydraulic steering controls, and a complete line of outboard hardware, life jackets, cushions and other items for outboard boats of all kinds.

According to Bob Wright, the shop in the new store will be the most modern of its kind anywhere on the Pacific Coast. In addition to the Johnson factory parts stock, Wright will have every possible facility for the repair and overhaul of outboard motors. As an added service for the convenience of his customers Wright has arranged off-street parking and shop-door loading facilities.

V. E. Kauffman Heads Industrial Refrigeration Division

V. E. Kauffman, well known refrigeration engineer, has been elected vice president and placed in charge of the Industrial Refrigeration Division of Baker Engineering Corporation, one of the leading refrigeration and air conditioning engineering and contracting concerns in Southern California, it has just been announced by Mr. Charles E. Hollingworth, president. Mr. Kauffman has spent more than 30 years in the refrigeration industry.

In 1946 he was sent to Seattle, Washington to take charge of Baker's operations in that area as vice president and general manager of the Northwest Baker Ice Machine Co., later the Northwest Baker Refrigeration Co., from which position he resigned to move to Los Angeles.

Joins Western Wax Paper

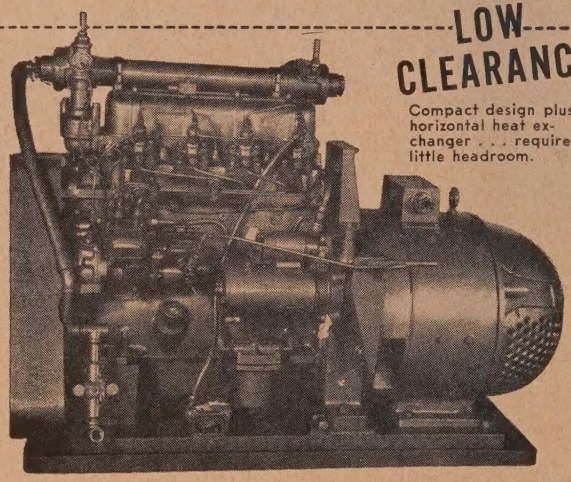
John R. Segesser has joined Western Waxed Paper Division, Crown Zellerbach Corporation as Assistant Superintendent—Technical, of the firm's San Leandro plant, San Leandro, California.

He will be in charge of quality control and process development.

He was formerly associated with the California Research Corporation, Richmond, Calif.

ADVERTISING INDEX

Alaska Steamship Co. 80
American Can Co. 6, 7
American Marine Paint Co. 37
Amerio Contact Plate Freezers, Inc. 68
Archer-Daniels-Midland Co. 75
Baker Engineering Corp. 78
Barry & Co., J. R. 65
Bibb Mfg. Co. 34
Boicelli & Boss 47
Bryant's Marina 39
Buda Co., The 22
Buelow & Co., C. F. 64
California Marine Curing & Packing Co. 65
Camillo, J. J. 80
Campbell Machine Co. 80
Carruthers Co., E. H. 71
Caterpillar Tractor Co. 9
Chris-Craft Corp., Marine Engine Div. 56
Cincotta Bros. 35
Coast Mfg. & Supply Co. 48
Colorado Fuel & Iron Corp., Wickwire Spencer Steel Div. 25
Columbia River Packers Assn. 66
Continental Can Co. 3
Cyclone Fence Div., U. S. Steel Corp. 76
D'Acquisto & Sons, A. 78
Danforth Anchors 10
DeFever, Arthur 80
Deming & Gould Co. 28
Ederer Co., R. J. 2
Electric Storage Battery Co. Inside Back Cover
Electromatic Sales & Service 43
Enterprise Eng. & Mchny. Co. 76
Enterprise Mfg. Co. 43
Evinrude Division 4
Fairbanks, Morse & Co. Inside Front Cover
Farwest Wrangell Co. 80
Fellows & Stewart, Inc. 52
Fibreboard Products, Inc. Outside Back Cover
Fishermen's Packing Corp. 78
Fitler Co., Edwin H. 51
Forster Shipbuilding Co. 52
Freeman, Doc 52
Freeman, Wood 39
Fremont Electric Co. 48
Frohman & Sons, L. H. 78
Gosse Co., F. A. 64
Grandy Boat Co. 80
Gunderson Bros. 70
Hanson, H. C. 80
Harbor Boatbuilding Co. 53
Harnischfeger Corp. 30
Hart & Burns, Inc. 35
Heminway & Bartlett Mfg. Co. 32
Hiller, Paul W. 80
International Minerals & Chemicals Corp., Amino Products Div. 11
International Nickel Co. 10
International Paint Co. 42
Kelley-Clarke Co. 66
Kohlenberger Engr. Corp. 82
Larson Boat Shop, Al 52
Linen Thread Co. 53
Long Beach Salt Co. 76
Marine Office of America 8
Marine Products Co., Pumps 47
Mathers Supply Co. 41
McKinney Co., H. G. 52
McLaughlin Co., H. G. 80
Metal Marine Pilot 39
Michigan Wheel Co. 62
Modern Maid Food Products Inc. 67
Moffitt Inc., Lucian Q. 67
Murphy Diesel Co. 36
Mustad & Son, O. 76
National Steel & Shipbldg. Corp. 80
National Supply Co. 20, 47, 78
N C Marine 39
Newby, G. Bruce 80
New England Fish Co. 63
Nordberg Mfg. Co. 45
Nordby Supply Co. 50
Northern Products Corp. 80
Nuttall-Styris Co. 80
Oceanic Sales Co. 62
Onan & Sons, Inc., D. W. 79
Oxenberg Bros., Inc. 76
Pacific American Fisheries, Inc. 28
Pacific Marine Supply Co. 12
Pacific Tel. & Tel. Co. 70
Pacific Towboat & Salvage Co. 52
Petersburg Cold Storage Co. 80
Pioneer Sand & Gravel Co. 77
Raytheon Mfg. Co. 42
Roder-Blackburn Corp. 52
Roebling's Sons Corp., John A. 56
Sagstad Shipyard 53
San Diego Marine Constr. Co. 80
San Juan Fishing & Packing Co. 68
Seaside Supply Stores 53
Seattle Boat Show 38
Shell Oil Co. 16
Shepherd Marine 49
Sloan Co., R. M. 82
Snow-Nabstedt Gear Corp. 58
Spaulding, Philip F. 80
Sperry Gyroscope Co. 40
Standard Machine Works 52
Standard Oil Co. 54
Standard Steel Corp. 70
Starr Net Co., A. M. 69
Stix, Inc., Robert L. 64
Sudbury Laboratory 50
Tacoma Boatbldg. Co. 37
Techkote Co. 41
Tide Water Associated Oil Co. 5
Tower Co., A. J. 51
Tubbs Cordage Co. 72
Twin Disc Clutch Co. 46
United States Steel Corp., Cyclone Fence Div. 76
U. S. Motors Corp. 82
U. S. Rubber Co., Clothing Div. 58
Vilter Mfg. Co. 73
Vita Food Products, Inc. 78
Walter Machine Co., G. 49
Washington Iron Works 52
Wendt, Ivar 65
Westgate California Tuna Packing Co. 66
White & Sons, Inc., Wilfrid O. 50
Whitney & Co. 64
Whiz Fish Products Co. 66
Wickwire Spencer Steel Div., CF&I 25
Willapoint Oysters 80
Woolsey Paint & Color Co. 47



LOW CLEARANCE

Compact design plus horizontal heat exchanger . . . requires little headroom.

IT GIVES YOU BOTH AC and DC!

5,000 watts Alternating Current to operate lights, refrigerator, range, radio, and bilge pump. And the same unit also gives you—

2,000 watts Direct Current, 32 Volt, for charging batteries. This 7 KW unit, with 4-cylinder diesel is compact and free from "gadgets". It has the built-in dependability for which "U. S." Electric Plants are famous.

UNITED STATES MOTORS CORPORATION — LIGHT US POWER — OSHKOSH • WISCONSIN

Write for more information

UNITED STATES MOTORS CORP.

420 NEBRASKA STREET
OSHKOSH, WISCONSIN

COMPLETE SOUTHERN CALIFORNIA SALES COVERAGE

R. M. SLOAN CO.—Brokers

1231 EAST SEVENTH STREET — **LOS ANGELES 21, CALIF.**
TWX LA 634 — **Phone MAdison 6-5291**

KOHLENBERGER ENGINEERING CORPORATION — DEPENDABLE REFRIGERATION SINCE 1922 — FULLERTON • CALIFORNIA

DEPENDABLE REFRIGERATION

SERVING PACIFIC FISHING FLEETS SINCE 1922

Our engineering staff is always at your service. Phone or write for name of nearest boat yard to serve you.

Foreign Inquiries Solicited

General Offices and Factory:
FULLERTON, CALIFORNIA

Telephones
L.A. Mutual 6497 **Lambert 5-3521**

POWER, SPEED, LOOKS . . . and DEPENDABLE

Exide

BATTERIES

The *Regina,* owned by Axel Buholm of Seattle, is rated one of the finest and most modernly equipped vessels fishing in Pacific waters. It has every facility for crew comfort, operating efficiency and safety . . . with special emphasis upon the completeness of its electrical equipment. This includes radio, telephone, direction finder, depth sounder, lights and many motors for various services. Standing by, ready to take over any part of the electrical load, are Exide Batteries, which assure:

UTMOST RELIABILITY AND SAFETY
SUSTAINED POWER for normal and emergency needs
MAXIMUM CAPACITY with minimum size and space
LOW COSTS of operation and maintenance
LOW DEPRECIATION—exceptionally long life

For vessels of every kind . . . Exide-Ironclad is your best battery buy . . . AT ANY PRICE.

1888...DEPENDABLE BATTERIES FOR 65 YEARS...1953

HERE'S WHY YOU GET MORE WITH EXIDE-IRONCLAD

Positive plate, containing corrosion-resistant Silvium, is different . . . unique . . . exclusive! No other type of positive plate can offer you all the advantages of the Exide-Ironclad with its slotted tubes, permanently sealed with the new polyethylene bottom bar. More active material is exposed to electrolyte . . . greater power. More active material is retained . . . providing higher battery capacity for a longer working life.

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia 2 • *Exide Batteries of Canada, Limited, Toronto*
LOS ANGELES, CAL. SEATTLE, WASH. SAN FRANCISCO, CAL.

EXIDE, EXIDE-IRONCLAD, SILVIUM *Reg. T.M. U.S. Pat. Off.*

Research...
Planned programs of both fundamental and applied research have achieved valuable improvements in a wide variety of our products and have enabled us to fulfill customers' desires for particular qualities in their cartons and shipping cases.
FIBREBOARD PRODUCTS INC.
Head Office: 1789 Montgomery Street
San Francisco 11
FIBREBOARD PRODUCTS INC.
16 plants on the Pacific Coast
SALES OFFICES:
Baltimore • Boise • Denver
Fresno • Los Angeles • New York
Oakland • Philadelphia • Phoenix
Portland • Sacramento • Salem
Salt Lake City • San Diego
San Francisco • San Jose
Seattle • Stockton • Yakima